’56 & ’66 Beetles
Rat rides perfected

’78 Bay Window
£1,000 eBay find resto

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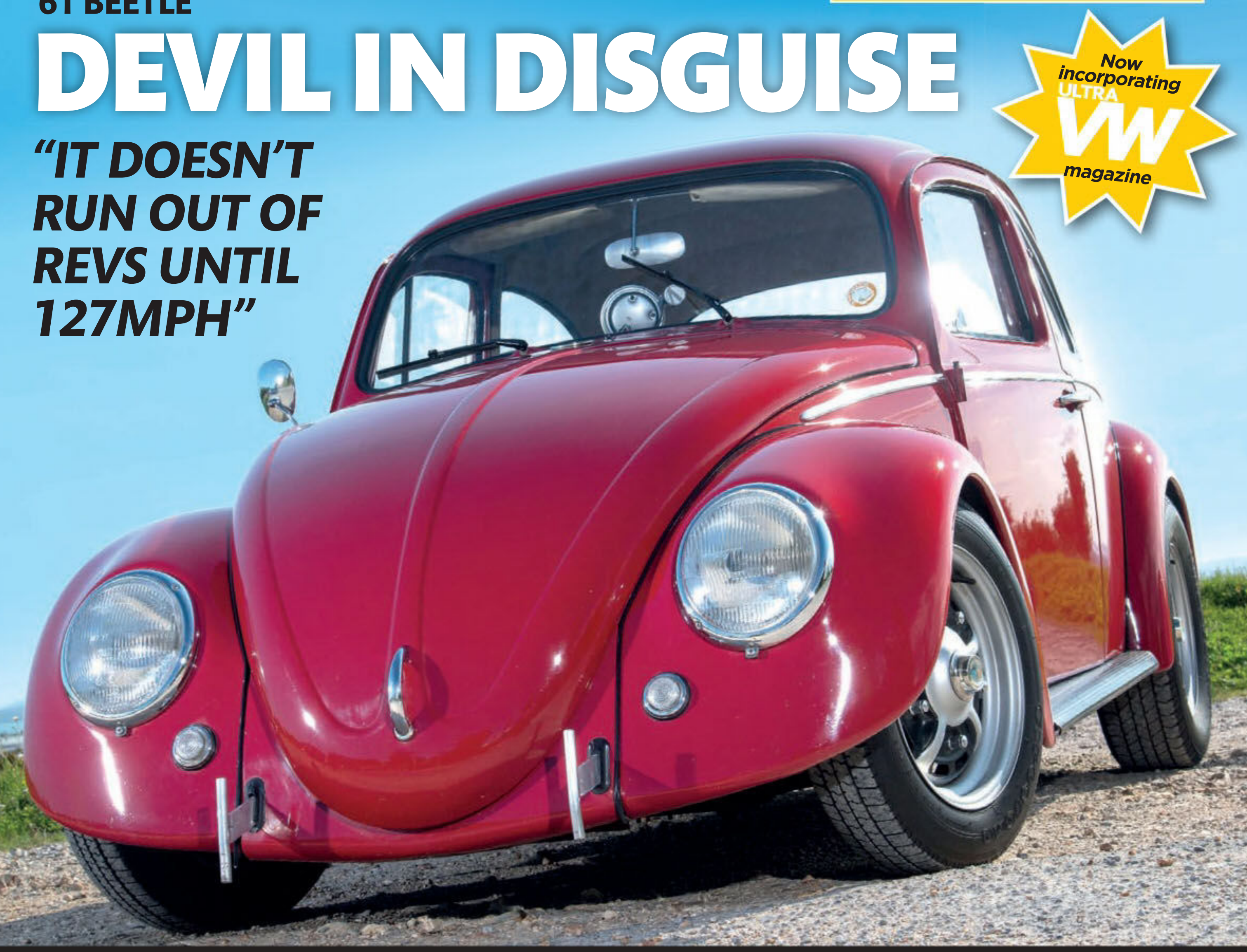

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- 1300S BARNFIND
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- 2018 EVENTS
- LATEST PRODUCTS

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CONTENTS

February 2018

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THIS MONTH

06 Welcome
A heart-warming story

08 Air we go
Early 2018 show dates

12 Starter Motor
News, reviews and opinions

18 Readers' Rides
Your projects in print

22 Blasts from the past
VW's Type 127 industrial engine

87 Next month
See what's coming up

98 Tailpipe
An iconic rally Beetle remembered

98
BANBURY
Hella
Hella
Hella

Back issues

If there's a gap in your *VolksWorld* collection visit **shop.kelsey.co.uk/issue/list/publication/VWW**

VOLKS WORLD
LESS IS PHWOAH!

CONTENTS
February 2018

FEATURE CARS

26 ’61 Beetle
A Bug with true drag strip credentials

36 ’71 Karmann Ghia
Out of this world showstopper

54 ’56 & ’66 Beetles
Two of a kind Rat Bugs

64 ’78 Bay Window
£1,000 eBay find full-on resto

SHOW REPORT

70 Brighton Breeze
The Sussex seafront spectacular

74 Jogja VW Festival
Highlights from Indonesia’s top gathering

PRACTICAL *VOLKSWORLD*

82 1300S barnfind
Cathal’s Bug helps out a friend

84 ’62 Notchback
Paul Knight has plans for his Type 3

88 How to...
Restore Beetle headlamps

PRACTICAL VolksWorld

VOLKS WORLD

The March 2018 issue goes on sale

Friday 9 February

Don’t miss it!

Subscribe & Save – page 92

Editor Ian Cushway – volksworld.ed@kelsey.co.uk

Welcome to the mag

I love reading about other people's passion for VWs, it makes what I do all the more worthwhile. I was particularly impressed by hearing the tale of Yolande Green and her Late Bay in this issue (pages 64-68). She had a Beetle as a first car at the tender age of 17, then sold it 11 years later to buy a Bus. Marriage, family priorities and life in general subsequently got in the way and she sold it, although the irrepressible urge to own another air-cooled VW never quite went away. That's why, faced with forking out a fortune on an all-inclusive family holiday, she passed it up and bought another Bus instead.

The thing was, she didn't have much money to spend on it and ended up buying a rust bucket that needed a lot more doing than she anticipated. Now, lots of people would have thrown in the towel at that point and bemoaned the fact they weren't sat poolside sipping a Bacardi. But not Yolande. Remaining totally focussed, she project managed its restoration and has ended up with a dream family Bus that she can enjoy and maybe even pass on to her children one day. It's this kind of motivation that can help us all get 2018 off to a productive start.

> “the irrepressible urge to own another air-cooled VW never quite went away”

Talking of new starts, from this issue we are incorporating *Ultra VW* magazine. Yes, we've got its former editor Paul Knight on board as a regular contributor. Things have gone full circle for Paul as he originally started out on *VolksWorld*, so we are looking forward to having him back.

Meanwhile, I've been drawing up a list of shows to go to this year. And I hope that I'll see you at one of them.

Enjoy the issue.

Ian Cushway

Editor

Yolande forewent a beach holiday to buy a Bus. Wise move, we'd say…

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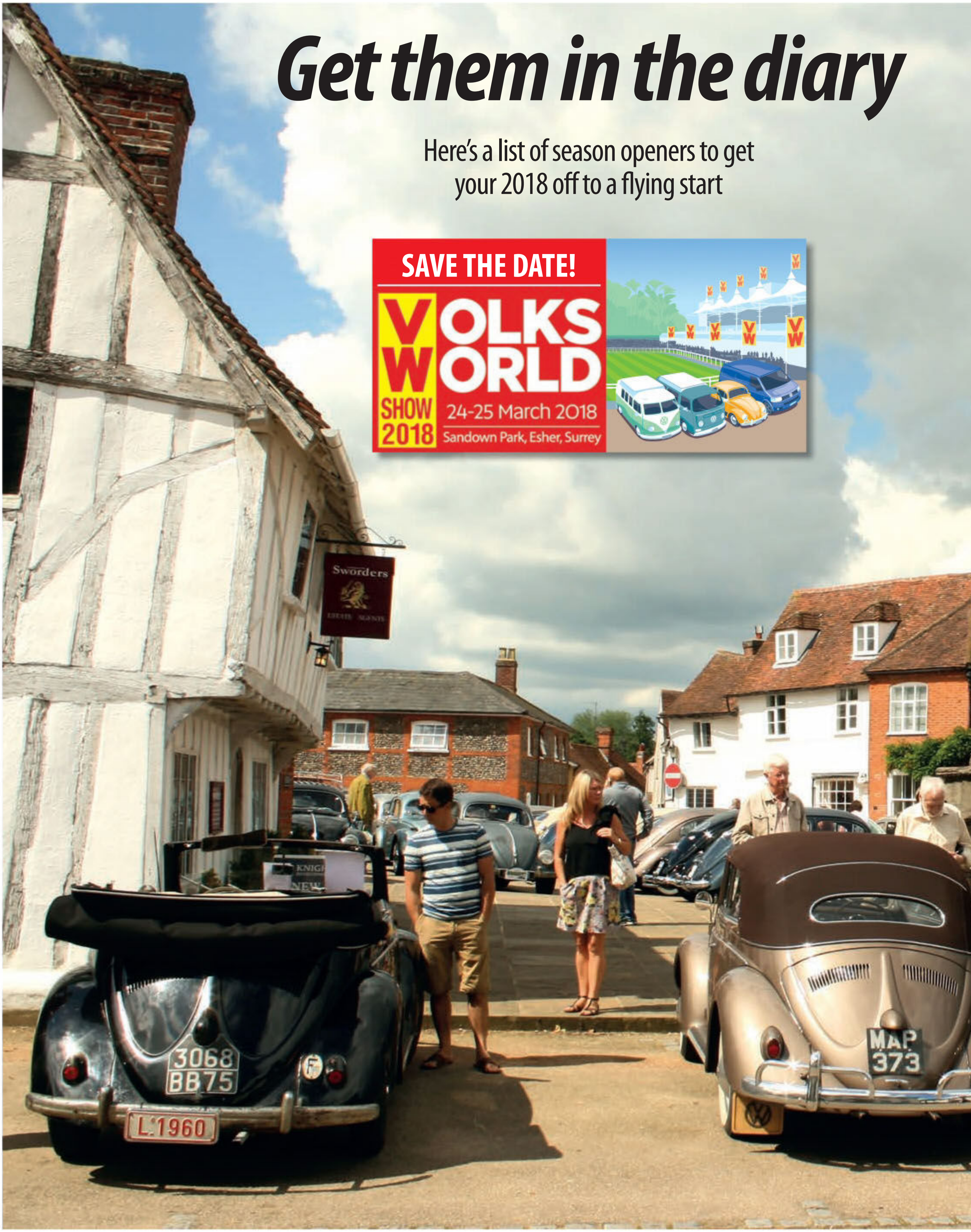
Get them in the diary

Here's a list of season openers to get your 2018 off to a flying start

SAVE THE DATE!
VOLKS WORLD SHOW 2018
24-25 March 2018
Sandown Park, Esher, Surrey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BB75
L 1960
MAP
373

January

Camper Mart

Date: 14 Jan 2018
Location: International Centre, Telford
Contact: www.campermart.co.uk

February

DubFreeze

Date: 17-18 Feb 2018
Location: Bingley Hall, Stafford
Contact: www.dubfreeze.co.uk

March

Freddy Files

Date: 11 March 2018
Location: Ninove, Belgium
Contact: freddyfiles2017.skynetblogs.be

The *Volksworld* Show

Date: 24-25 Mar 2018
Location: Sandown Park, Esher, Surrey
Contact: www.volksworldshows.com

Camperfest

Date: 29 March-1 April 2018
Location: Chester Racecourse
Contact: www.camperfest.co.uk

April

Elemental VW Show

Date: 7 April 2018
Location: Crouch Valley Showground, Essex
Contact: www.elementalvw.org.uk

Elsecar

Date: 15 April 2018
Location: Doncaster Racecourse
Contact: www.elsecarattheraces.com

World of Air

Date: 15 April 2018
Location: Olen, Belgium
Contact: www.worldofair.be

Big Bang

Date: 27-29 April 2018
Location: Santa Pod Raceway
Contact: www.big-bang.co.uk

May

The Only Meet is Essex

Date: 4-7 May 2018
Location: Orsett Showground RM16 3JU
Contact: www.vw-tomie.co.uk

Stanford Hall

Date: 6 May 2018
Location: Lutterworth, Leicestershire
Contact: www.stanfordhallvw.com

Vanwest

Date: 11-13 May 2018
Location: Burnham on Sea, Somerset
Contact: www.vanwest.co.uk

International Buggy Treffen

Date: 18-21 May 2018
Location: Full-Reuenthal Militärmuseum, Switzerland
Contact: www.buggy-club-schweiz.ch

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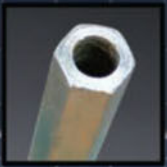

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Lock it or lose it

Enclosed steering locks still the most effective way of protecting your classic VW

Every week we hear of another classic Dub being snatched, and with rising values there's even more incentive for criminals to target classic VWs. Of course there's lots you can do to reduce the risk of your car being stolen, such as fitting a pedal box lock, alarm, cut-off switch or immobiliser. But in truth, there's no sure-fire way of preventing thieves having a go – so it's a case of taking as many precautions as possible, fitting a combination of devices, to make your car more difficult to steal.

What seems to offer the most effective means of defence though, according to new findings from the West Midlands Police, are Thatcham approved steering locks which cover the entire steering wheel. Such a device effectively immobilises the vehicle – if a thief wants the car, they forcibly have to remove it which takes time and causes a disturbance.

Of course that's excellent news for owners of older cars which lack the sophisticated security systems of more modern cars. That said, in the West Midlands there's been a spate of keyless thefts, where thieves employ a relay box to open and start the car.

disklok
disklok

Visual deterrents are still the most effective way to deter thieves

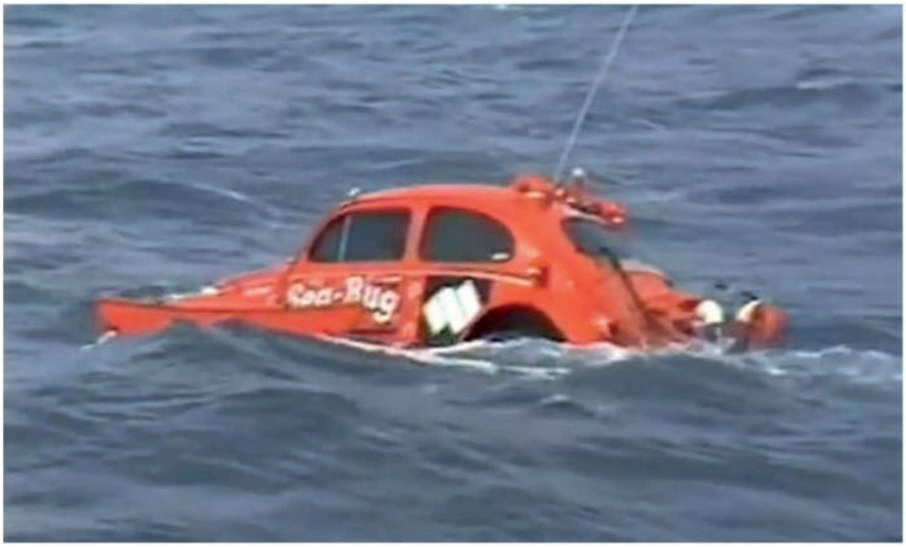
Sea Bug for sale

If you're fed up with paying for the ferry, or simply want to enjoy a few water-based frolics this year, check out this totally unique Sea Bug, the creation of Australian Paul Greene.

Most of the car is glassfibre, all the glass is 6mm thick and hardened and it is scooted along on land and water courtesy of a modified 2.0-litre air-cooled engine.

According to the documentary made about it here www.youtube.com/watch?v=yr5oFRvkoy8 it has a maximum road speed of 120mph and can do a very respectable 10 knots in the water.

It's for sale at $61,000AUS (£48,823) on TheSamba.com.



Use or abuse?

Carry on using or tuck away, that's the question. Road salt can ruin chromework over winter, and if it gets slippery there's always a chance that someone will have a spill and damage that precious paintwork. But your Beetle or Bus might be your only form of transport, and if you don't have a car under cover, regular use is probably better than it standing still for several months. What's more, driving a Beetle in snow is great fun – so why would you want to miss out?

Tell us what you think.

Latest Stuff

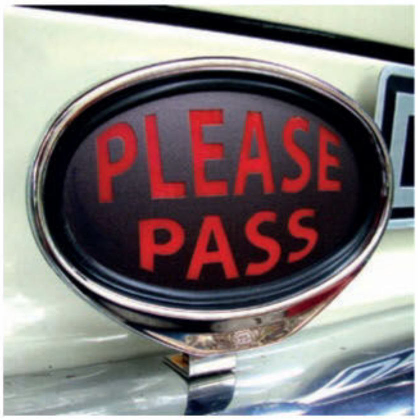
SOUTH
CALIFORNIA
1
VW Collection

TAKE NOTE

From: **www.vwheritage.com**
Price: **£10.20**
Now's an ideal time to plan the year ahead, scribble down a 'to do' list or simply write down a few new year resolutions. And what better place to make them in than this VW Collection A5 lined notebook from VW Heritage. With days and the month at the top of each page, you can use it as a diary if you like.

GIVE US A FLASH

From: **www.justkampers.com**
Price: **£14.50**
JK are now stocking flashing LED semaphore bulbs! These niche items have been added to their range as a result of having to find some for their racing Oval, *Jack the Giant Slayer*, to get it ready for the Mille Miglia in 2017. JK are stocking them in 12v (J42042) and 6v (J42045) and have thoroughly tested them on *Jack*.



PLEASE PASS!

From: **www.aircooledaccessories.com**
Price: **£64.99**
There's nothing worse than having a modern car driver up your chuff while in your classic, so here's the perfect solution. These signs will offer following drivers a polite way to advise them that you are slowing down, and invite them to pass safely. Manufactured in chromed steel with a black metal rear casing and internal LED lights, they'll work with either 6 or 12v cars and come with a period looking on/off switch. Aircooled Accessories also offer an optional extra universal mounting bracket in polished stainless steel.

Let's Bug Together #27

Want to include a new show in your 2018 show agenda? Well, we'd recommend motoring down to Slovenia for Let's Bug Together in August (14-19). From the pictures we've seen, it looks like one hell of a happening – and the weather is likely to be good which helps.

The event takes place at Lesce airport near Bled and it is organised by the largest and oldest Beetle club in Slovenia – VW Hrošč klub Slovenija. In previous years the week-long celebration of all things air-cooled usually sees in excess of 250 cars turn out, with at least twice as many visitors, so expect an even bigger attendance for this year's spectacular. For more info, visit the show website at www.lets-bug-together.com.

New parts from Paruzzi

Classic VW Supplies

# 04245

Carburetor kit EMPI EPC 34

Two EPC 34 kits are available now, one with 100 mm inlet manifolds (# 04240) and a new kit with tall inlet manifolds and a bellcrank carburetor linkage system.

# 05473

911 Alloy wheels 5 x 205

These are Volkswagen size 5 X 205 wheels for the VW models until 7.1967 and the Buses until 7.1970 and all VW Things. No need to install wheel adapters or special drum brakes or after-market disc brakes, these new 911 Alloy 5 x 205 wheels are ready to fit your standard VW hubs.

# 20258

Brake pedal bearing bush pin

If this pin is corroded or damaged, it will wear off the brake pedal bearing creating too much play in the brake pedal mechanism.

02248

123 TUNE+ with bluetooth

This new 123 TUNE+ can be controlled using an iOS or Android smart-phone or tablet.

# 23650

Tail light assembly A-quality

Made by Arteb, this company is the original equipment manufacturer for VW (O.E.M.), the VW signature on the tail light assembly confirms that.

# 22680

Bay Window dash grab handle

This is an original Volkswagen handle in color code L80 (platinum grey).

09964

New Catalogue edition 10

We have now one print catalogue per Volkswagen type, so seven catalogues for you to choose from. They are free of charge, more information about the conditions on www.Paruzzi.com/catalogues

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VOLKS WORLD SHOW 2018
24-25 March 2018
Sandown Park, Esher, Surrey

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WHERE AND WHEN

Date: Saturday 24 and Sunday 25 March 2018

Opening times: Saturday 9.30-17.00 and Sunday 9.30-16.30

Camping: Available from noon on Friday 23 March until 19.00 Sunday 25 March 2018

Venue: Sandown Park Racecourse, Portsmouth Road, Esher KT10 9AJ

Website: www.volksworldshows.com

Facebook: facebook.com/volksworldmagazine/

Directions: From the M25, take junction 10 onto the A3 towards London. Sandown Park is signposted from the A3.

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The International Swapmeet is always a show highlight. As always, there will be an entire hall of private swapmeet tables selling everything on your wish list, plus things you never knew existed – a real treasure trove of VW parts, some at bargain prices. If you have parts cluttering up your garage and would like to help out a fellow enthusiast or want to make a few pounds, why not book yourself a table. Visit the website to find out how.

BEST OF THE BEST SHOW CARS

We want to thank you for the amazing response to our request for top quality vehicles for the 2018 show. Take this faultless Cal-Look '67 Bug, which belongs to Jason Clarke from London – one of the best examples in the UK, if not the World!

You are not too late to apply, if you think you have a car that makes the grade. Simply email some details with a few photos to **adrian.vaughan@kelsey.co.uk**. You never know, you could be joining a select group of owners whose vehicles will take pride of place at the UK's premier VW event.

CLUB PLOTS ALMOST SOLD OUT!

Most of the club display areas have now been taken, but we do have a couple left if you and your club is interested in attending. If you have not been before, we can tell you that you will be at the heart of show amongst other VW clubs, all celebrating the humble air-cooled VW Beetle, Bus and other derivatives, creating an atmosphere unique to *VolksWorld*. But be quick if you would like to be part of the show as we are sure to sell out soon.

All bookings are online this year so check out the website for information on how to book. Remember to apply for your free club t-shirt (day ticket) or hoodie (weekend with camping club ticket) when you book.

For more information on The *VolksWorld* Show 2018 and ticket booking visit

FREE HOODIE!

WHEN YOU BOOK YOUR CAMPING TICKET IN ADVANCE

To keep you warm at the 2018 show we are supplying a free *VolksWorld* hoodie to everybody who buys a weekend with camping ticket in advance. Camping has become very much part of the show and allows you to take in the whole event at your own pace and enjoy the campers only food, drink and evening entertainment in the golf course bar.

Alternatively, if the mood takes you, you can enjoy the Esher town nightlife which is a short walk from the showground. This year your access-all-areas wristband and separate entrance gate will make daytime entry to the show easier and quicker than ever before.

QUALITY TRADERS

Up to 100 traders will be on site, ranging from small specialist companies producing one-off bespoke items to the biggest online VW parts retailers and everything in between. The show is a great place to meet the people behind the products, seek out information, get invaluable advice on your restoration and find quality products at great prices.

VOLKS WORLD
VOLKS WORLD

FREE T SHIRT OR HOODIE WHEN YOU BUY TICKETS IN ADVANCE

Day visitor and weekend tickets are on sale now! Don't forget, new for 2018 will be a free exclusive *VolksWorld* t-shirt with every adult day ticket and a hoodie with every advance adult weekend with camping ticket purchased.

FAMILY FUN

With live music and entertainment on offer all weekend, The *VolksWorld* Show is a great place to bring the whole family. Check out the website for the full programme of events. To make it even better value for money this year, you can bring up to two kids aged 14 and under free of charge. Get your free child tickets when you book your adult tickets online.

ALL DAY ENTERTAINMENT

Live music, VW themed entertainment plus some really cool club cars make Sandown Park the place to meet up with old mates, make new ones and talk about everything air-cooled VW. There are two entertainment areas: one on the Summer Lawn and one in the club area, so make sure you pay a visit to both. Check out the website to see what's happening.

VISIT THE WEBSITE FOR ALL THE LATEST NEWS

Plans for The *VolksWorld* Show 2018 are all in place and it is looking like a bumper year for show car entries. The website – www.volksworldshows.com – has just been updated with all the latest news and event information, so make sure you pay it a visit to see what's going on this year. While you are on the site why not save some cash and buy your advance tickets.

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Car of the month

Go anywhere Baja is perfect for finding the most remote family picnic locations

James King, 1971 Baja

James swapped his old Astra van for a '71 Beetle eight years ago and it's taken him four years of nights after work, weekends and holidays to achieve his bug-eyed Baja dream

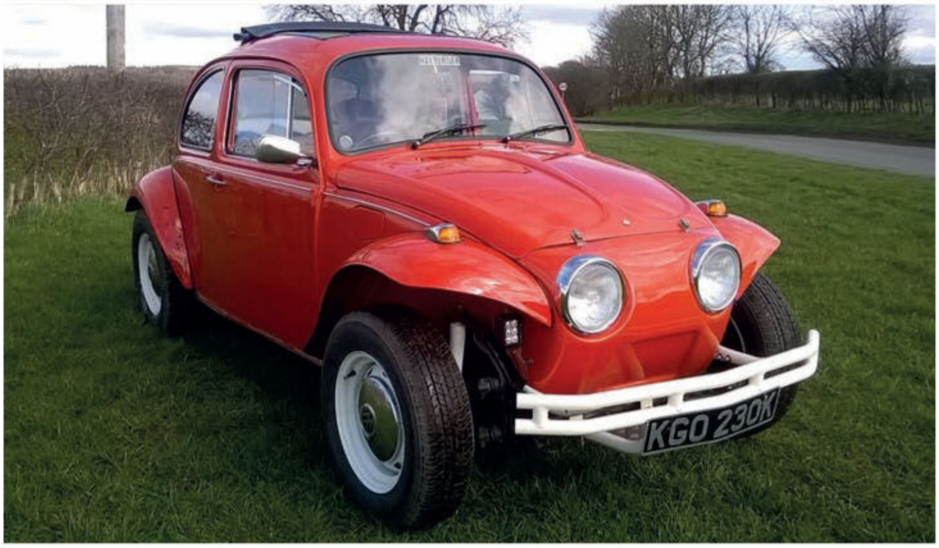
Project Baja began eight years ago when James from New Skelton in Cleveland swapped his Astra van for a Beetle. "It was metallic purple, had Porsche seats and was pretty crusty to be honest when I got it," he smiles. James fitted disc brakes at the front and give it a funky, home-brew Cadbury's chocolate paint job, but when the windscreen started to creak over speed bumps, he realised it was time for a more serious resto. Lots of welding was involved and, as James had always hankered after a bug eye Baja, he purchased a kit for suitably low money and got busy with an angle grinder. "I cut the rear wings to my own shape and altered the rear bumper to mount to the body rather than the firewall," he explains. "The back end is cut to keep the engine as covered as possible and although I've kept the stock exhaust I've moved the tailpipes outwards and made them more upright to clear the bumper."

> "I've had to save and work favours to get it done"

The chassis was seam welded before being painted in 2k gloss black and James made his own mid-mount strap for the gearbox. It's scooted along by a stock 1300cc engine, the rear end is raised one outer spline and KYB shocks have been fitted all round. It's riding on Mangel rims sporting knobbly tyres at the rear and road rubber up front and with this set-up "It drives really well on and off road," says James.

Working at RBW classic cars (www.rustybugworkshop.co.uk) and having a very helpful and understanding boss who gave him use of the workshop meant James could carry out a rebuild in his spare time. However, he admits he's had to work to a tight budget. "It's been fantastic but with a young family and mortgage I've had to save and work favours to get it done."

He did a lot of the body prep but was helped out by the lads at work and Steve the gaffer who did the paint job in L20D Clementine. James has a few more plans for the Baja, but for now he's just happy driving it as much as possible and enjoying it with his wife, Lisa, and daughters Eva and Millie.



Gavin Maguire, 1966 Beetle

Much to his chagrin, Gavin's '66 needed quite a bit of work when he got it three years ago. "It's had new floorpans, heater channels, suspension and brakes – the latter incorporating a rear disc conversion," he explains. An acquaintance, Maurice, based in North London, completed much of the work and got the car up and running. Gavin then decided that he wanted the car to go seriously quickly, so went down the route of a 2.5-litre Subaru engine conversion, courtesy of Andy Raw of TSR Engineering. The stainless steel exhaust is a work of art and was custom made by a company in Basildon, Essex. The objective all along was to have something that was fast but also very driveable. Said Gavin: "It runs 13.5 second quarter mile times (with nitrous) in street trim. There's no trailering it to the drag strip; it's driven there, drag raced and then driven back home. Over my three years of ownership, it's been a constant development project."

He's fitted Fuchs replicas, which we think suit the car well while inside there's a set of Pro Car seats that were imported from the USA and supplied as a kit. "They are snug, but they do catch a little on the handbrake lever," he points out, "and the Black Mamba shifter has an incredibly short travel and does take a little getting used to." Future jobs include fitting the correct pop-out rear side windows and getting a quicker time at Santa Pod. "A high 12s street car would be really fabulous," he grins.

Scooby engine was fitted by TSR Engineering and goes like stink, of course

Comfy looking leather clad pews came from the US of A and were supplied as a kit

Jane Barnett, 1968 Beetle

The Barnett family already own a very fine Bay Window Bus, which is used for weekends and holidays. However, Jane's husband, Paul, was keen to add to their classic fleet and purchased her a 1968 Beetle. "Now, I can either accompany Paul in our Bay to a show, or come along later in the Beetle," she enthused. He wanted one that was as original as possible and found this one on a forum. "I'd rather have a car that's showing some patina than one that looks very pretty which has been filled and painted," says Jane.

Not much is known about the car's history, but according to its last owner it had been stored in a garage for around 20 years. "Apparently, he used it as a daily and had plans to hit it with the modding stick, but being so original, he couldn't bring himself to do it so sold it to us," smiles Paul.

During Jane's ownership, very little remedial work has been required, other than to replace the driver's seat and the petrol tank, due to a split in the seam. The original 1300cc engine is all stock and still runs sweetly. No immediate restorative work is planned, nor really needed; it's simply a case of keeping the car well maintained, tidy and, above all, enjoyed. Way to go Jane!

Jane was after a no-thrills solid but totally original Beetle, and husband Paul managed to find her the perfect example

'68 Bug had been stored for 20 years and that 1300c lump still runs as sweet as a nut

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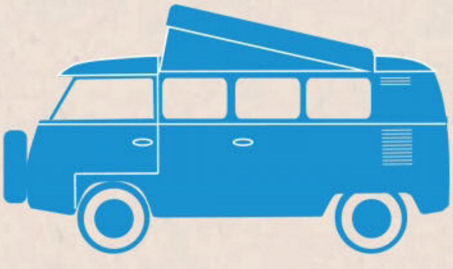

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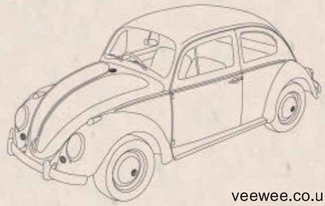

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A real blast from VW's past

Volkswagen's air-cooled engine has found itself in some curious places, although one of its more unexpected applications was in a NATO howitzer gun

Words
Richard Gunn

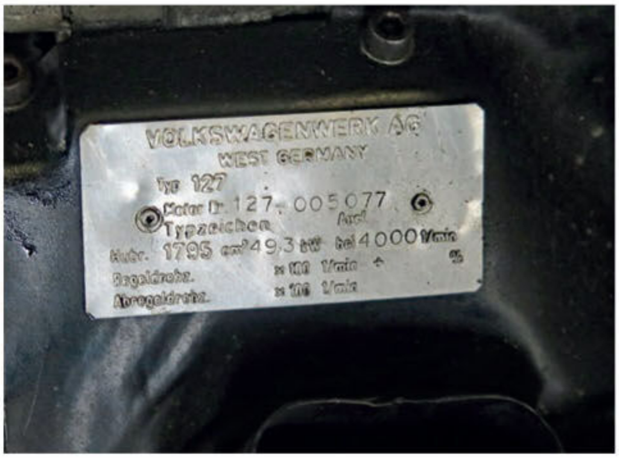
In a previous Blast from the Past, we looked at some of the weird and wonderful locations that Volkswagen's flat-four engine has been shoehorned into. These include gliders, tractors, bikes, dragsters, buses – the big, public service kind, not just Type 2s – snowmobiles, snowploughs and ski-lifts. Then there have been compressors, boats, hovercraft, aeroplanes and even one madcap scheme for a car that could both fly AND float. However, that never came to fruition… we can't imagine why.

Such air-cooled antics were possible because, from 1950 to 1991, Volkswagen made industrial variants of its engines, for slotting into things that weren't Beetle or Bus-shaped. It was, after all, a motor with a lot of benefits – simple, compact, reliable (and easily fixed if it did, heaven forbid, go wrong) and one that didn't freeze or (usually) overheat even if used in inhospitable locations. And few places are quite so inhospitable as a war zone… which is why one version found itself answering the NATO call of duty at the heart of a very big gun.

All the range

But before all that, a word on the Type 127, which is what Volkswagen dubbed its later engines intended for use beyond the VW family. They came as 1.7- and 1.8-litre units, of the same capacity as found in Type 2s, 412s and VW/Porsche 914s, albeit with notable differences. Customers could specify different options, depending on application – so there could be varying numbers of carburettors, a regulator to maintain a specific rev range if being used as a generator, or the flywheel gear could be axial or radial, depending on what it had to mesh with.

> "if you've recently acquired or fitted a Volkswagen Type 127 engine, take a while to ponder its past"



If your engine plate says 'Typ 127' it may have a very interesting back story

A Type 127 engine just prior to being dropped in the back of a Bus

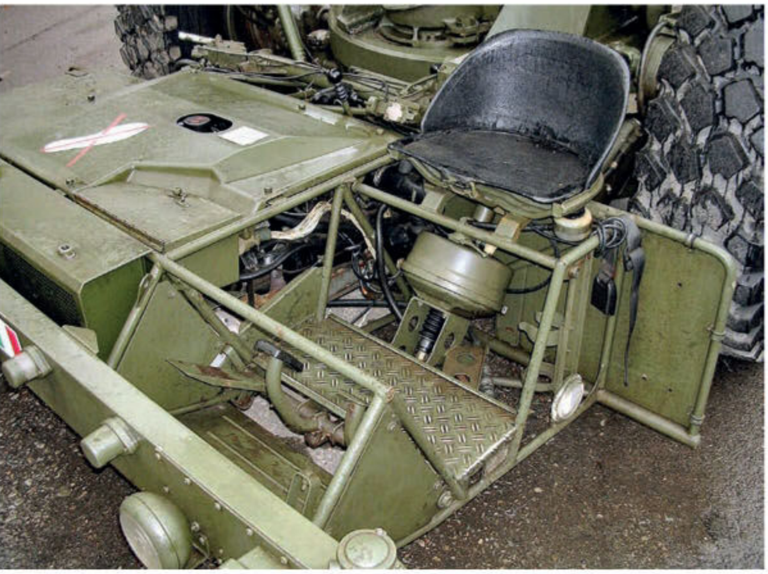
What ended up in NATO's FH70 gun (the designation referring to it being a 'field howitzer' for the 1970s) were 1.8-litre Type 127 units of 71bhp or thereabouts, fitted with twin carburettors and converted to 24-volt electrics. The FH70 project had started in 1963 as a scheme to create a 155mm calibre howitzer that could be used by a number of NATO nations. Typically though – because things sometimes move very slowly within the military, unless there's a very big war on – it wasn't until 1968 that Germany and Britain finally thrashed out a spec sheet. Italy came late to the discussion table in 1970. Among the FH70's rather sobering talents was the ability to fire a burst of three rounds in 15 seconds, six rounds a minute for a slightly longer period or two rounds per minute during sustained use, for distances of between 15 and 19 miles. To put that into context, if you had one of these in Southampton, you could quite happily use much of

A Japanese FH70 being demonstrated in early 2017 at Camp Shinodayama

Photo: 'Hunini' via Wikimedia Commons

Photo: 'Miya.m' via Wikimedia Commons

Imagine one of these turning up at your local Volkswagen show



The FH70's driving position. The Type 127 engine sits in the box alongside

the Isle of Wight for target practice, although those on the island would probably be a lot less happy about it. A crew of eight was ideally required for operation.

Sharp shooter

The role of the Volkswagen engine was to power the hydraulics and help with bringing the gun in and out of action, although a hand pump was also fitted for those rare cases when even a VW motor didn't want to fight. And although the FH70 howitzer was usually meant to be towed, having VW power also gave it the ability to move itself around at speeds of up to 12.5mph. Handy for little positioning tweaks, even if such performance does make an early Beetle look positively speedy by comparison. Still, they didn't weigh 9.6 tons and have to cope with being shot at. Well, most of the time.

It was 1980 when the FH70 finally went into service in the UK, thus completely missing the decade it had been intended for. It proved to be a bit problematic at first, with one of the issues being the Volkswagen engine and its drivetrain turning out to be rather less robust than hoped for, and prone to failure. The hydraulics, which were also powered by the engine, turned out to be vulnerable in conflict as they had minimal armour-plating.

Nevertheless, the FH70 howitzer stayed in service with British armed forces until 1999 and with the German military until 2002. The Netherlands and Norway also employed them. A total of 1007 were produced between 1977 and 1989. And they're still on active duty elsewhere – Italy has about 160 (although its one, rather boringly, used different diesel engines), Japan around 480 (built under licence) and smaller numbers can be found with the armies of Estonia, Lebanon, Malaysia, Morocco, Oman and Saudi Arabia.

The end of the Cold War in Europe saw a reduction in military forces, which resulted in many FH70s being taken out of service. Thus quite a few spare part NATO Type 127 engines were sold off by both the British and German armies and found themselves in commercial and private hands, including VW Heritage. They've become very popular as replacement units for ailing Type 2s, even though some conversion work might be required.

So, if you've recently acquired or fitted a Volkswagen Type 127 engine, take a while to ponder its past. Who knows where it might have come from? Especially if the fan shroud is painted in camouflage… ■

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Devil in disguise

Phil Collingwood's '61 Beetle has that 1960s drag car vibe about it, and that's not just the way it looks either…

Words Mike Renaut **Photos** Matt Richardson

The way this 1961 Beetle came about is a tale of different people all being in the right place, at the right time. James Dore was looking for an old Beetle, just as Pete Roberts of Funkenblitz heard of one for sale. A perfect engine for the car then appeared right on cue. Much later when James had to sell it, current owner Phil Collingwood just happened to see the Beetle – right at the point he was ready to buy it.

Let's start at the beginning with James. "I was always into Beetles," says James, "there was a peppermint green '67 with a nitrous 2007cc on the cover of the December 1989 *VolksWorld*, I was 11 and from that moment on I wanted a quick street car. Age 17 my parents bought me a '72 with early panels and a 1700 Big Boys Toys engine, but it was a bit rougher than I wanted and eventually ended up getting scrapped. I then got a job with a company car – which freed up money to get myself a decent early Volkswagen. Pete at Funkenblitz (www.funkenblitz.com / 02392 679417) had worked on my '72, so in 1997 I asked if he knew of anything decent for sale. He'd looked after a stock 1961 Beetle belonging to a primary school teacher called Jane who was going travelling and leaving that weekend. It was a case of buy it right now, or it was going into storage for a few years.

"It was a completely stock 70,000 miles from new car that came with everything down to the original sales invoice," continues James, "although a friend of Jane's had given the paintwork a quick £300 blow over since the original paint was flat and faded. Over the years I had a few bits of bodywork done, the bonnet had split and the front wings got crusty so I had new ones fitted. Alex Taylor from Defcon 3 in Ringwood (07812 600640) filled the exhaust cut-outs

"It was tidy but not mint"

“it doesn’t run out of revs until 127mph”

and the turn signal holes, then fitted Lucas units. I had a few other bits of paintwork blown in by Colin from Kustom Kolors in Christchurch, Dorset, (kustomkolors.co.uk / 01202 480 801) but the bulk of the paint is still that £300 blow-over – which has lasted incredibly well.”

Inside, the Beetle still wore its factory paint and it even had the factory chalk marks in the engine bay. “It was tidy but not mint,” explains James, “a 34bhp car I drove to shows. So I took it to Pete to be lowered and fitted with BRMs. I explained I wanted the Beetle to be much faster. Soon after Pete phoned me with a great deal on a suitable engine…”

Mild to wild

“Funkenblitz is the southern agent for VW Speed Shop in Manchester and the firm’s Paul Hamilton had an almost complete 2109cc engine with close-ratio gearbox,” recalls Pete Roberts. “His asking price was about half what it was worth in parts alone. I suggested to James

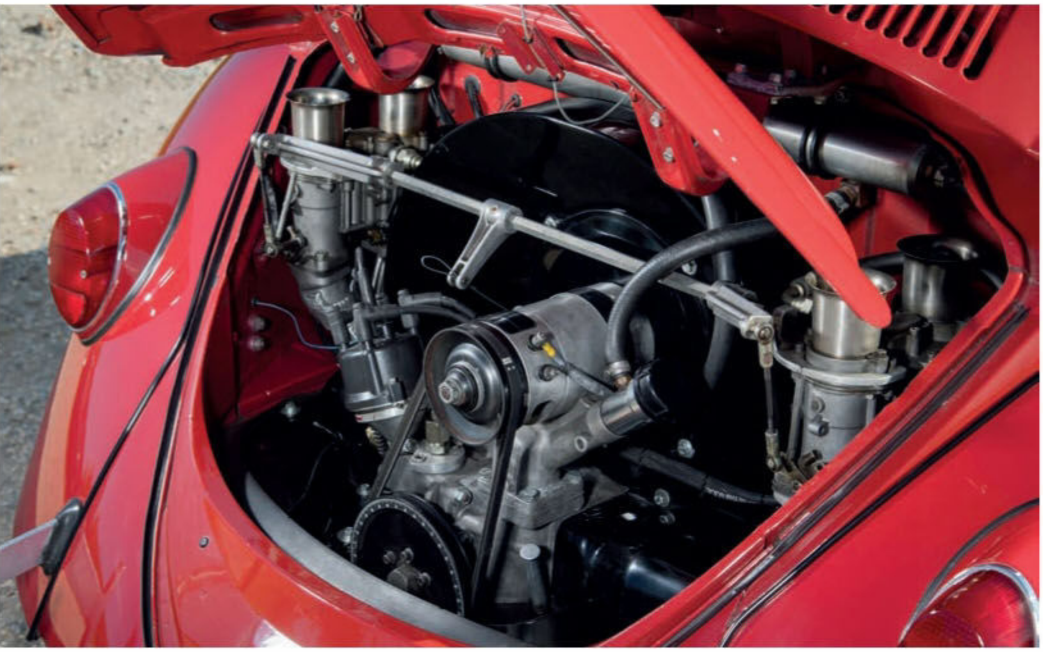
^ Interior retains much of its original charm with a few notable additions, of course

^ Sport-Comp tacho dominates the dash – and rightly so. Programmable shift light is essential and allows Phil to optimise use of the engine’s power band

^ Moto-Lita wood-rimmed three-spoke wheel suits the retro drag look perfectly

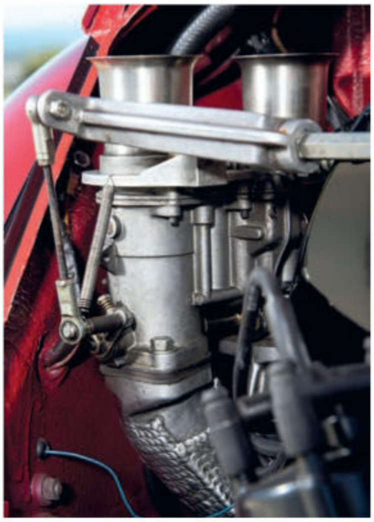
^ Trio of Pro-Comp gauges for cylinder head temperature, oil temperature and oil pressure are tucked neatly out of the way

< Simpson harnesses certainly look the part



According to the Beetle's previous owner, Paul Howard-built 2276cc is probably good for 200bhp

Needless to say, nerf bars are *de rigueur*



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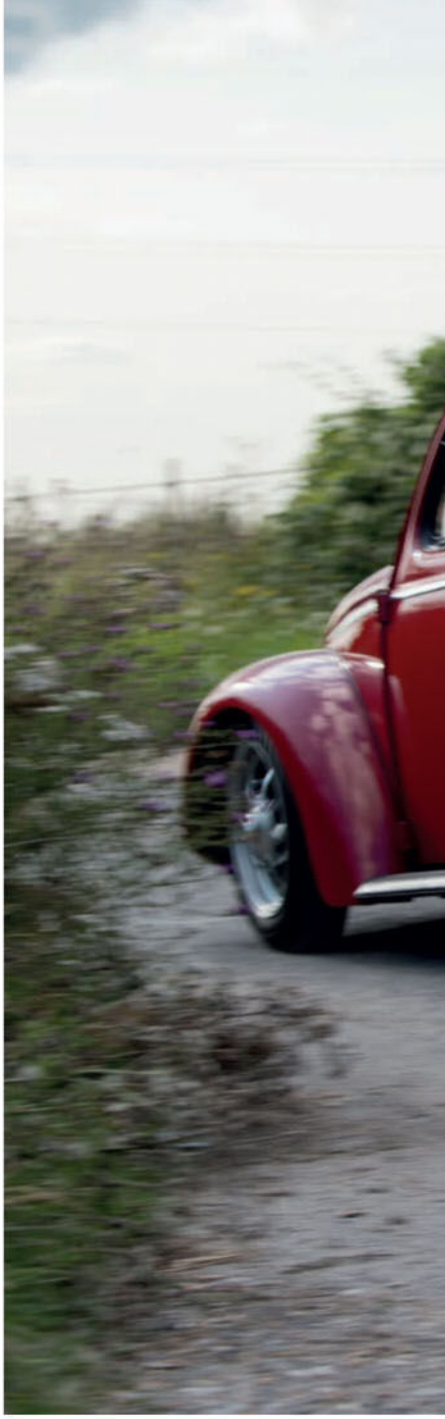


we drop it in his Beetle. I knew it was a great engine but it also amused me that the engine size of 2109 matched the number plate. I fitted it and put in a CB Performance front beam, narrowed 1.5in per side with 2.5in dropped wide spindles. I tunnelled the fuel tank and modified the inner wings to make that fit. Sometime later James broke the gearbox and I put in another close-ratio 'box. Later I tidied up and repainted the engine bay too." It ran lightweight Erco wheels but they cracked from the punishment they were getting on the dragstrip and got swapped for the Sprint Stars the car wears today.

"That 2109 was a great engine," says James, "the car was fast but streetable and I drove it everywhere, I took it to shows in Germany and raced Porsches. The paint got stonechips but it didn't matter. I often used the car as my daily and it consistently ran 14.0-dead quarter miles – I never did get into the 13s. Then one day I cracked the gearbox case racing a Lotus Esprit…" Further encouragement always came in the form of Pete's club, the JG54 Greenhearts – see jg54greenhearts.blogspot.co.uk for more info – of

Other drivers not appreciating the Beetle's earth shattering performance is Phil's only real niggle. At full chat, this Beetle means business

> "It was amazing at burnouts – you had to flap the doors like a pro-mod drag car to get rid of all the smoke"

which James was a member. The guys all ran very quick race, but street-legal Beetles, and James wanted to rebuild and go faster still. Pete found him a Paul Howard-built 2276cc that was going into a car Paul had never finished. Since James had now managed to destroy two gearboxes Pete installed a Rancho pro-drag 'box. That's the set up the Beetle still runs.

"That 2276 is quite an engine," says Pete, "it doesn't run out of revs until 127mph. It's probably almost 200bhp, it could likely get into the 12s on slicks. After James got married he had less time to use the car and after I'd completed it the Beetle sat in my workshop for about 18 months before he finally decided to sell it."

In the 18 years he'd owned the Beetle, James had the headlining retrimmed, the back seat re-stitched and the doorcards redone in vinyl – "it cost me £250 from a local chap who's now a trimmer at Rolls-Royce." The floorpans were becoming a bit flaky so James recalls having the heater channels patched but generally the metalwork was in good condition.

"It's still the nicest riding Beetle I've been in," admits James, "it's predictable, but it got going too. It was a great car for long journeys and driving to shows in Europe. I upgraded it a lot, but it was done over several years as and when I had the money or broke things! I only sold it to Phil because I had nowhere to keep it and it wasn't practical now I was married with two kids. You can't fit four people and their camping gear in it. There's more room in my Porsche 911 for that.

"I had a lot of fun owning it though and being a Greenhearts member. If I had a double garage I'd have the Beetle back tomorrow. It was amazing at burnouts – you had to flap the doors like a pro-mod drag car to get rid of all the smoke, but inside it was so calm you might as well have been knitting a jumper…"

Present day

When I meet current owner Phil he's quick to point out that James should be credited with the build: "James Dore is the one who actually had all the work done and paid for it to be built. I bought it from him in 2015. I first

TECH INFO

BODY
1961 Beetle, original steel with fuel tank and inner wings modifications to clear lowered front axle / suspension; stand off decklid

ENGINE
2276cc CBS Performance AS41 engine block; engine case smoothed inside: balanced and blueprinted; 10.8:1 compression; Weber 48 IDA carbs with 42mm venturis; 82mm x 94mm crank; Engle FK87 camshaft with CB Performance straight-cut cam gears; 044 wedge port cylinder heads with longer valves; Bug Pack 4340 1 and 5/8in valve springs; hand-finished head with 44mm inlet, 37mm exhaust outlets; Sure Grip larger collets; ported crankcase; stainless steel oil breather tube; CB two-piece lifters; Manton chrome alloy pushrods; 1.4:1 CB Pro Rocker shafts and arms; 57-thou lifts; 5.5in H-beam conrods; Big Beef manifolds – TiG welded in centre for better flow; Schadek 30mm oil pump; JayCee sprung push rod tubes; Berg four-quart sump; Pertronix distributor; Microdynamics rev limiter; Dynamo conversion; 1.3/4in VW Speed Shop stainless steel exhaust with 70mm silencer; 37mm exhaust outlets with titanium retainers

> “my daughter Sophie was into VWs, now I’m hoping my son Sid will be the same way”

saw it when Pete at Funkenblitz was building the engine for my 1961 Splittie. Pete does everything to perfection and I fell in love with the car. I had a fairly rare 1958 BSA Goldstar motorcycle that I wasn’t riding so I sold it and used the money to buy the Beetle – since the Splittie wasn’t on the road at the time and I wanted something to go to Volkswagen shows in.”

Generation game

Phil started out with various other cars including a V8 Morris Minor he built before the enthusiasm for VWs overtook him. “When the Cal Look craze came along I always wanted one. Finally in 2009 I bought a 1960 23-window Samba. Looking back I wouldn’t ever have sold that if I’d known they would become so valuable! I went to BusFest in it largely because my daughter Sophie was into Volkswagens, now I’m hoping my son Sid will be the same way.

“Living locally I used to see Greenheart Beetles. They were always high-performance, high-quality cars. This ’61 wasn’t one I’d known about before I saw it at Pete’s. It was in there getting the Rancho gearbox installed. Then later Pete said it was for sale.

“A lot of the appeal for me was that it came with a really good history file, every MoT certificate and loads of paperwork. Frankly it was a bargain considering the parts and labour that had gone into it. I’ve not done anything to the Beetle since I bought it. I might change the wheels and if I’m honest red paint wouldn’t have been my first choice.

“The IDA carbs are noisy and the straight-through exhaust doesn’t help the volume, but it really goes well,” says Phil. “Actually the only real problem is people pulling out in front of you not realising how

TECH INFO

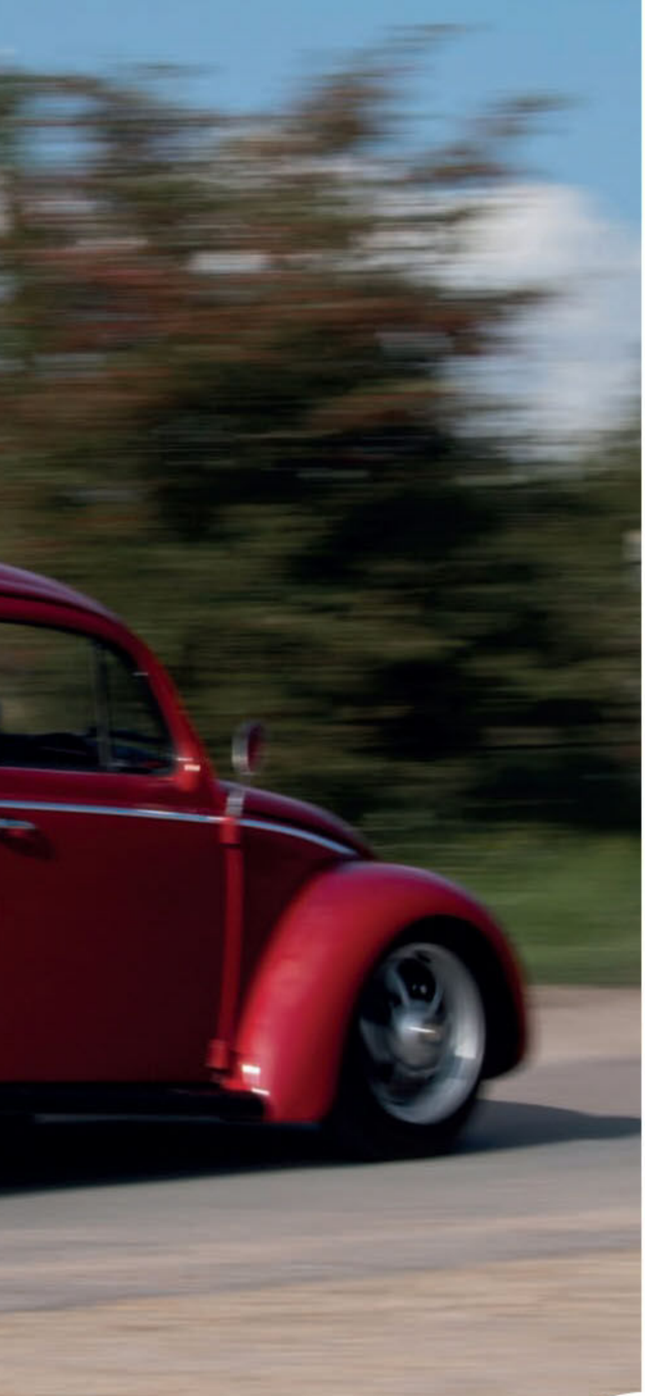
TRANSMISSION
Rancho Pro-Drag four-speed gearbox; chrome alloy first and second gearshift; Gene Berg shifter; Stage 2 Kennedy clutch with Daikin disc; Super diff with chrome alloy pin retainer; Sway away short race axles; Berg intermediate front gearbox mount; Bug Pack rear mount; rear cradle with strengthened supports into rear seat area; Gene Berg traction bar; Line lock fitted

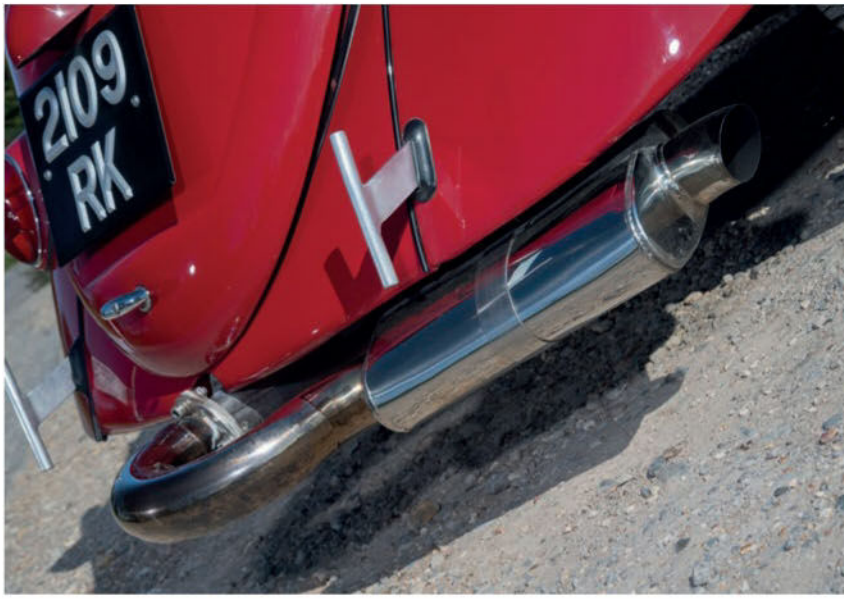
SUSPENSION
Narrowed front beam; AVO coilovers; Spax shocks

BRAKES
Disc brake conversion with CB Performance discs and larger pads; stock drums on rear

INTERIOR
Partially retrimmed but largely stock; Pro-Comp gauges; Sport-Comp Silver Shift-Lite auto meter tachometer; Moto-Lita steering wheel; Simpson harnesses

WHEELS & TYRES
15in Flat 4 Sprint Star wheels; Bridgestone Dueller tyres front:145/R15 rear: 78S 205/70 15

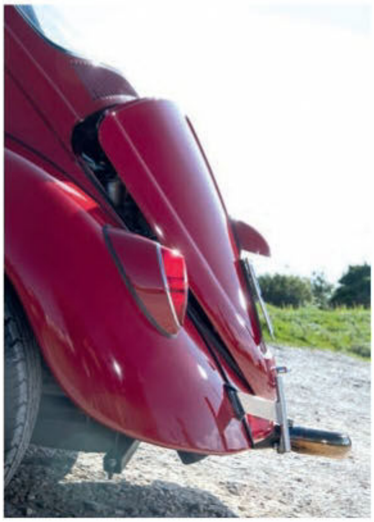


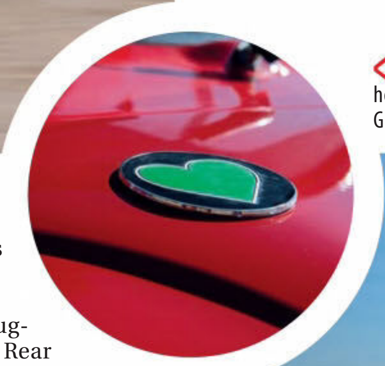


Monster VW Speed Shop stainless exhaust is noisy but hugely effective

Lightweight Erco wheels couldn't take the punishment of drag-strip action, so were replaced by stronger Sprint Stars

Stand-off bootlid is fitted for a purpose, but its open appearance worries other motorists when they see it





Bonnet badge pays homage to the car's Greenhearts heritage

Phil hopes his son, Sid, will love VWs as much as he does

fast it is. The other thing I always get is drivers on the motorway pointing to tell me the engine compartment is open…We've been camping in it and filled the back seat with gear when I drove it 600 miles to the European Bug-In in Chimay. My dream car is a Split Rear Window Beetle but I'm having a lot of fun with the '61 on the street."

As this was being written I heard a rumour that Phil was selling the car and when I spoke to Pete he was thinking what fun it might be to meet up with the Greenhearts again. James admits that he had a great time when a few members of the club met up at a show a while back too, so perhaps we might even see another squadron of Greenhearts' Beetles built in the future. Maybe headed by a certain red '61? ■

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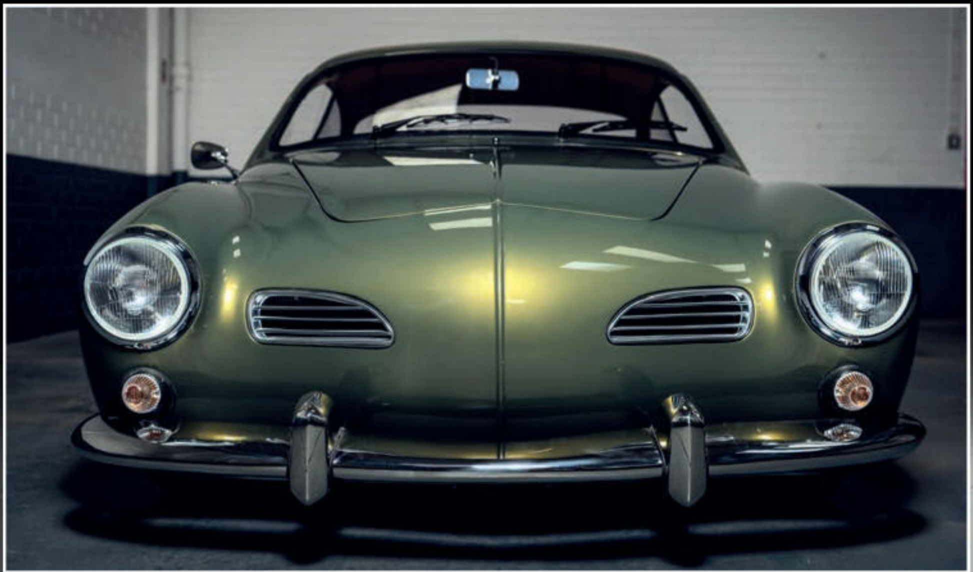
Everyday superhero

There's something cartoonishly supernatural about how flawless this '71 Ghia is. The fact that it's been built to be usable and quick as well as a showstopper is little short of heroic…

Words Daniel Bevis **Photos** Chris Frosin



^ Fit-and-finish is flawless, and the panel gaps are far better than factory-standard. The unique paint shade from DC Customs catches the light in surreal and mind-altering ways

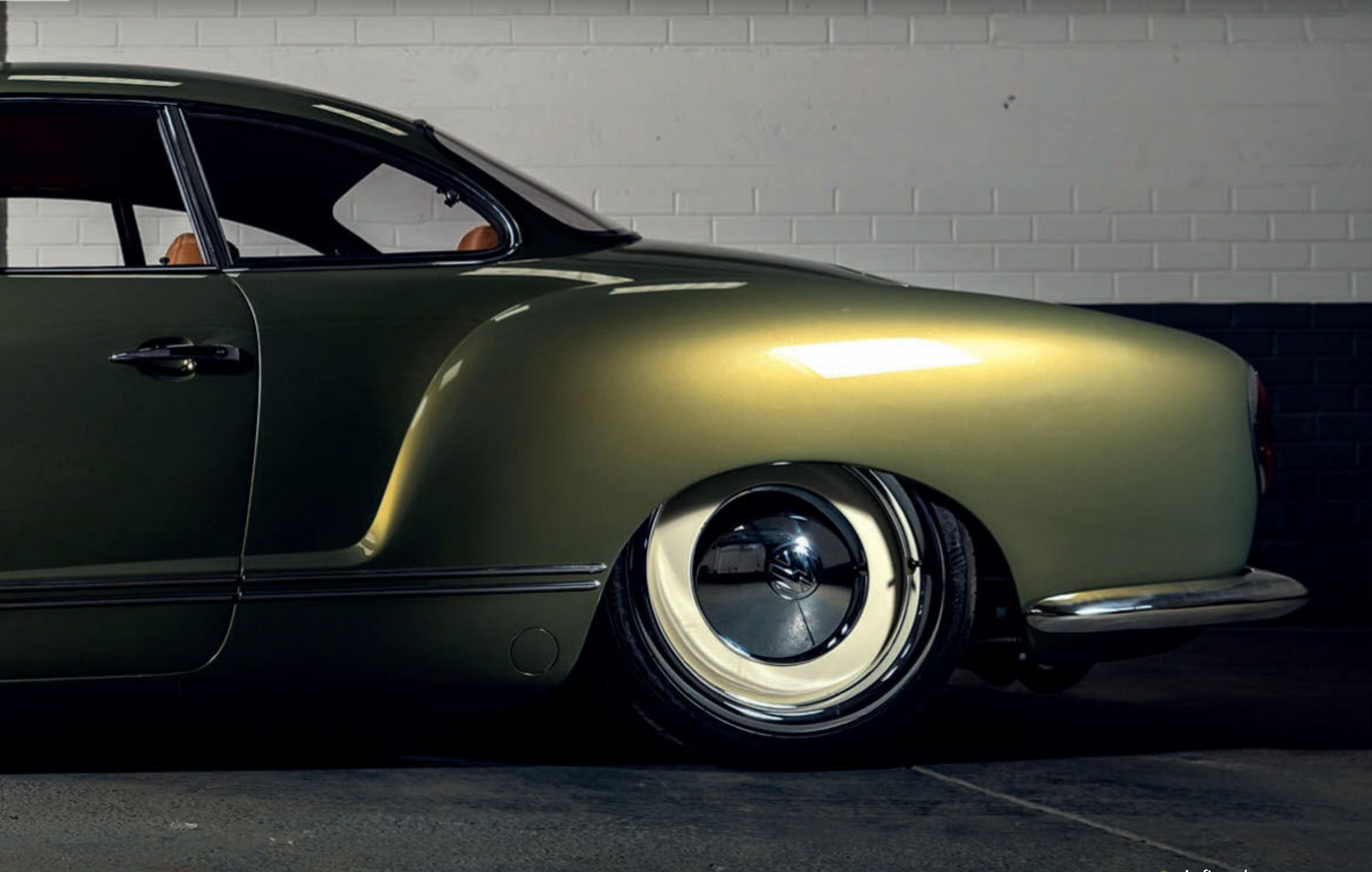
'Not all heroes wear capes.' That's a pretty common meme on the internet these days; a wry statement to accompany images of anything from pizza delivery guys with a towering stack of 15 boxes, to a hand passing a loo roll under the cubicle door in time of need. Heroic actions exist in the everyday, but let's not diminish the true nature of the hero. It's a big word, and in the case of Darryn Coleman, it's a full-on planet-saving level of superhero prowess in all aspects bar the actual cape. His business, DC Customs, harnesses the cartoonish mystique of the DC Comics empire and swoops to the rescue of those in need… and in the case of this glorious '71 Karmann Ghia, that soul in need was Lee Smith.

Lee had started work on this Ghia a few years ago, with a view to carrying out the whole project himself. It got to the stage where the bodyshell was fully stripped, media-blasted and etch-primed, before he reached a point whereby, with his business growing busier and more demanding by the day, he just didn't have the time to devote to getting it all done to the level he'd like. This was the juncture at which he contacted DC Customs to come round and take a look. What had started as a decent LHD 'shell was by this time surrounded by boxes of shiny new air suspension, wheels and brakes, so the bare bones were loosely assembled and there was a retro steering wheel that had been found at a car show that was sort of informing the whole future aesthetic. So the request to DC was effectively a simple one: could they take this jigsaw puzzle, and hone and refine all the pieces to fit seamlessly?

No, you're right, it's not a simple question at all. It's a heinously complex one, as Lee also wanted a RHD conversion, full body resto, high-spec engine, the

Airkewld 4in narrowed front beam gets those 17in smoothies tucked nicely in the arches

“Lee wanted something usable for weekends that’d also hold its own at shows”



At first glance, it’s simply a beautifully restored Karmann. But every time you look again you spot more and more detail. The chassis is a perfect fusion of old and new; smoothies are sheathed in modern lo-pro rubber

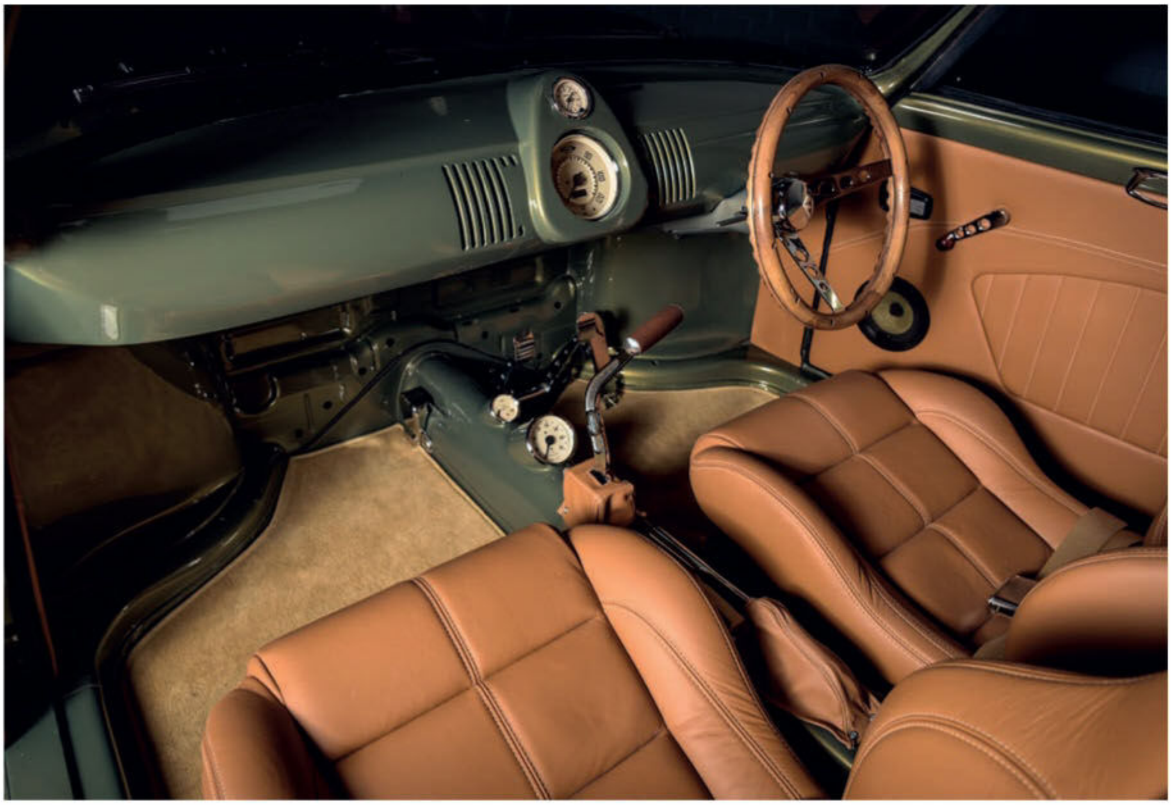
works – something usable for weekends that’d also hold its own at shows. Thankfully, however, Lee was talking to the right man.

Caped crusader

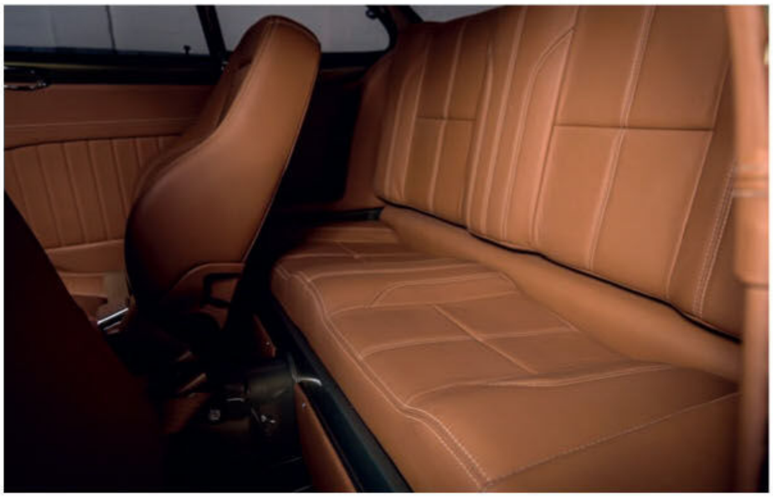
Darryn set up DC Customs around a decade or so ago, having been into the VW and drag scene for years. He’d previously built a ’72 Bay Window show van and a Subaru-engined ’69 Beetle, and decided to open a shop specialising in air-cooled Volkswagens, offering high-end restorations and mechanical upgrades. This business grew and blossomed into a 4300sq ft premises with a whole team of experts working across a broad spectrum of marques, every one of them hell-bent on providing better-than-new finishes to everything that rolls through the door. And it was into this smoky arena that Lee stepped, with an armful of parts and a hopeful look in his eyes.

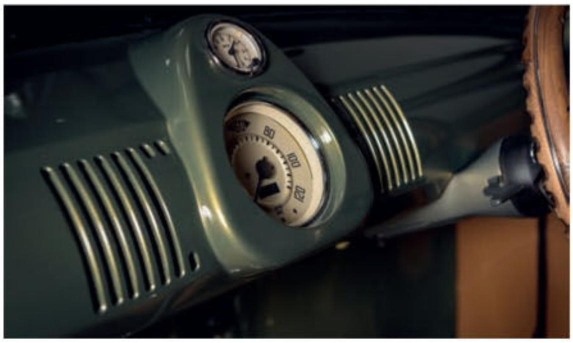
“Once we got to work, we found more hidden rust and damage than expected,” Darryn recalls with a slight grimace. “We welded up over 50 random holes in the front bulkhead and luggage compartment, and then it just kept coming: we tackled repairs to the engine bay side and rear trays, the rear inner and outer arches, damaged panels under the back seat and had to weld up holes and smooth off the engine bay bulkhead. We then needed to replace the air intake nostrils in the nose section including the inner air box, repair the front bumper mount panels and spare wheel well bottom and replace the bottom section of front nose cone on both sides. It just kept coming! We also replaced both floorpans, repaired large holes in the transmission tunnel, and of course converted it to RHD which involved relocating the steering column. Oh yes, and we repaired both doors along the top edge and the bonnet. The release cables for that and the engine lid have been re-routed for a

Believe it or not, those front seats came from an Audi TT. The retro steering wheel, picked up at a show, informed the old-school direction of the build



Rear bench has been artfully moulded and retrimmed to match the Audi-sourced front pews





Custom dash actually originated from a Split Bus, and has been extensively reworked to create something unique

Body-colour detail contrasts beautifully with the sumptuous leather retrim

Cream-faced dials found a new home on the transmission tunnel

cleaner hidden look, plus we carried out lots of other small mods to smooth out the car inside, out and underneath. The door edges were also welded up and ground down to get perfect gaps, better than the factory intended." It all adds up to a hideous amount of work, but the DC Customs team are like a dog with a bone when it comes to this stuff – they just can't countenance second-best, and if you take some time to pore over the photographs, you'll see. The word 'flawless' is often bandied about in magazine features, but in this instance it's entirely appropriate. This Karmann's body is just perfect.

"While we couldn't find a good RHD dashboard anywhere for the conversion, we spoke about a lot of different designs until one day I thought I'd try a LHD Split Screen Bus dash in there for a laugh," Darryn says. "We were completely surprised when it fitted really well, and was almost the correct length for the car!" So a random idea turned into a neat solution, with DC ultimately opting to cut up the van dash to create a central speedo pod, the vents relocated to sit equally either side of it. The tacho and oil pressure gauges were smoothly mounted on the transmission tunnel, with the clock mounted

The bits you can't usually see are just as impeccably finished as the bits you can

> "It's one of those cars you could walk around, spotting something different each time"

Another perspective on the paint shows it to be surprisingly light from some angles – it's a colour that keeps on giving

just above the speedo. It's a full custom job, and beautifully jarring to the trained eye, but to the amateur observer it all looks totally factory, such is the care which was taken to get it all just-so.

Mission creep

By this stage, it was becoming pretty obvious that this was a rather bigger project than Lee had originally envisaged. But far from being concerned by the pace of developments, the potential spurred him on; it wasn't long before he was mooting the idea of a roof chop, something that Darryn jumped at the chance to carry out. "In no time, we had a second Ghia roof delivered and I started on the chop," he grins. "I took 2in out in total to keep it subtle and usable, TIG welding it all back together and slanted the B posts forward 2in at the same time. Side glass was cut to our patterns, and front and rear glass is oversize which allowed us to bond it in as per a modern car – again, all for a cleaner look."

With the extensive body repairs and modifications complete, the team lead-loaded the 'shell before blocking it level and cracking out the polyester spray filler. They then carried out a dry build with the engine and suspension; they knew it'd all fit, but just wanted to check, as they'd want to carry out any hole-drilling required before it went to paint. As predicted, it all fitted pretty much perfectly, with just the rear bag mounts causing a minor headache, along with the rear wheels not quite squeezing in, which required the trailing arms to be slightly narrowed (which then also necessitated new driveshafts, you know how these things can snowball). With the track narrowed, they then needed to narrow the CSP exhaust so it wouldn't foul the tyres, but the jigsaw was near enough ready for assembly. It just needed a little colouration…

"Once all of this was done and we knew everything would fit, we blocked the polyester with all panels fitted and latched to ensure the car was as straight as possible, before stripping down to high-build prime everything," says Darryn. "Everything including the inside, transmission tunnel, under-bonnet and engine bay has been prepped to the same standard and is all on show. Lee knew he wanted a green, so we did a few test shapes for him, eventually creating our own mix for the one-off colour you see on the car now.

Is there a more iconic badge than that classy Karmann Ghia script?

TECH INFO

BODY
1971 Karmann Ghia painted in a bespoke DC Customs shade; pre-'65 rear light sections and front indicators; 2in roof chop; B-post leaned forward 2in; badges removed and smoothed, shaved rain gutters; engine lid and bonnet release cables re-routed and hidden; all heater pipes, outlets and holes welded flush; fuel tank filler flap removed and filled; early tank fitted and painted base coat colour with matt lacquer; floorpan painted body colour with all suspension and ancillaries painted base colour with matt lacquer; interior front bulkhead and transmission tunnel painted body colour; Smiths tacho and oil pressure gauges mounted in custom housings on transmission tunnel

ENGINE
2110cc (90.5 x 82) producing 154bhp and 145lb.ft torque; 44IDF carburettors; Bell crank linkage; port-matched inlet manifolds; ported CB Magnum dual-spring heads; Engle 110 cam; 5.4 forged and balanced I-beam rods; CB crank; lightened flywheel; deep sump; wide-mouth pushrod tubes; 1.25 rockers; Scat covers; HD oil pump; 30-horse style doghouse fan shroud; Type 3 cool tins; mirror-polished alternator; fuel pump cover blanked off; case tapped for full flow with Berg pressure relief cover; MSD 6AL digital ignition control; MSD distributor; MSD Pro coil; MSD leads; 36-row oil cooler mounted above gearbox; electric rotary fuel pump and filter; Berg breather; braided oil breather lines; modified CSP Python exhaust with j-tubes

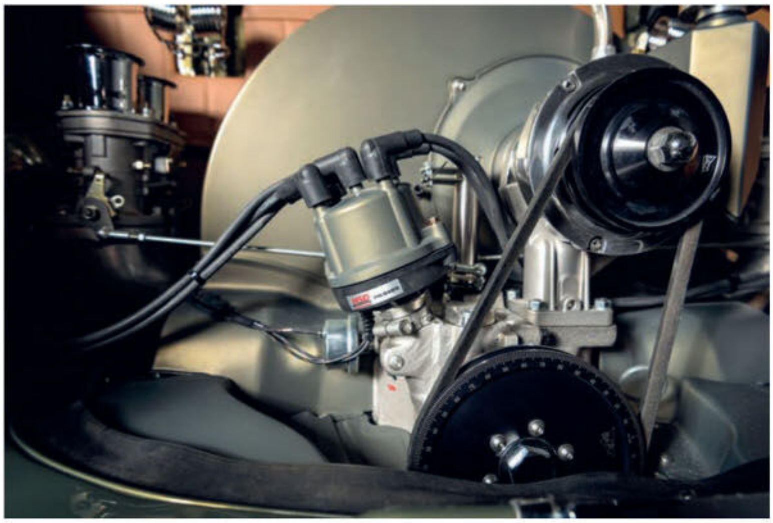
TRANSMISSION
Bears Motorsport Freeway Flyer Plus gearbox; Berg mid-mount for gearbox with rubber mounts

SUSPENSION
Airkewld air suspension; Air Lift 3P management; Airkewld 4in narrowed front beam; 1in narrowed rear trailing arms; 1in narrowed custom driveshafts; 2in dropped spindles; chrome-plated trailing arms and spring plates

BRAKES
BAD Series disc brakes all round; Wilwood front calipers, all painted base coat with matt lacquer

INTERIOR
Audi TT seats with modified bases; custom 'moulded' rear seat to match fronts; custom rear quarter cards, all trimmed in saddle brown leather with double stitching (all modifications and doorcards made by DC Customs, trimmed by Autoretrim); cream Alcantara headliner with matching custom carpet set; custom chrome drilled pedal set; chrome handbrake with leather gaiter; lap belts; hidden mood lighting; Sony Bluetooth connector wired direct to Pioneer amp; Pioneer 6x9s under parcel shelf; 13cm Pioneer speakers in front doors (music plays direct from phone to amp, eliminating need for head unit); custom wiring cover and engine bay side and bulkhead covers made and trimmed in leather; air tank mounted on floating brackets in spare wheel well; fuel tank and air tank painted in contrasting matt hue; low fuel level light instead of extra fuel gauge; Smiths gauges with custom one-off ivory split-screen van speedo to match tacho; oil pressure and clock; custom front doorcards and under rear seat cards; battery relocated to behind rear seat; hidden switches under dash; custom hidden wiring loom

WHEELS & TYRES
17in Airkewld smoothies powder-coated cream with chrome beauty rings and hub caps; Maxxis 195x40x17 tyres

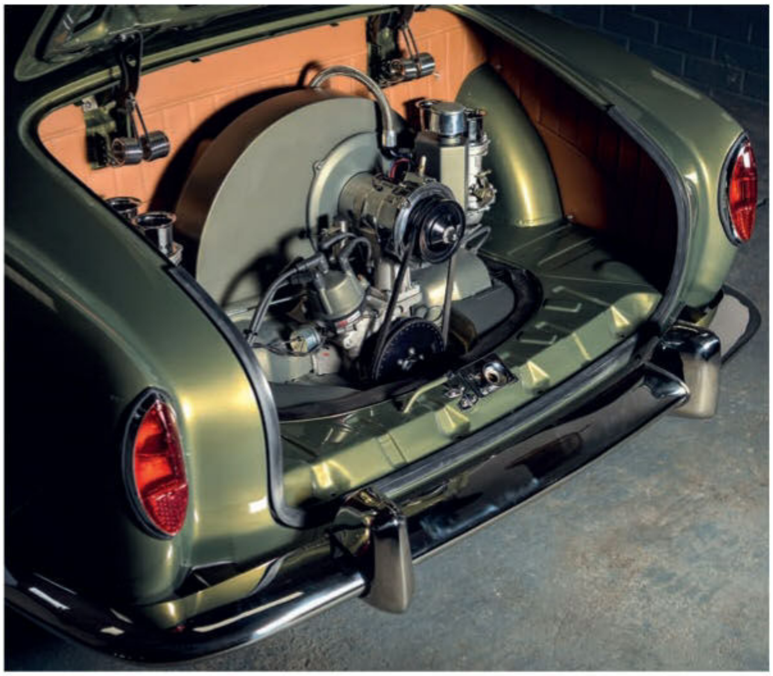


Clean-as-a-whistle engine build is all about the details; everything is squeaky clean but the motor's been built to be used

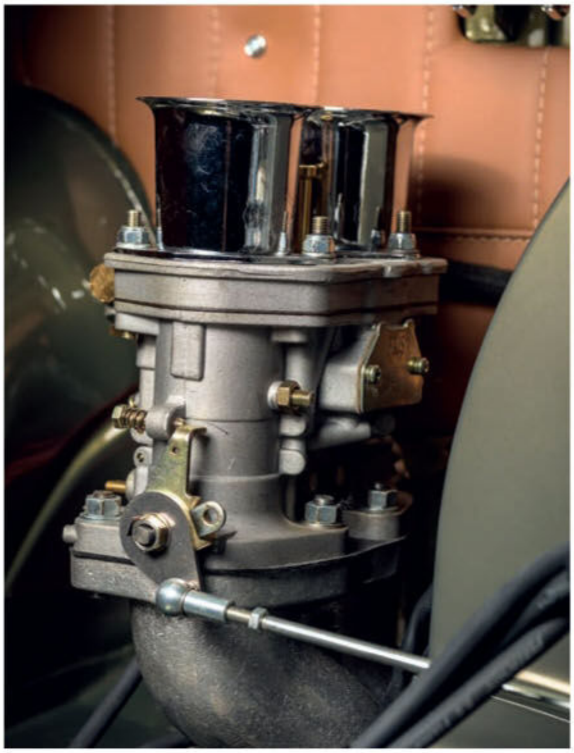
The suspension components and engine tinware is painted in a contrasting base coat with a matt lacquer, and the underside of the body and floorpan are painted in Gravitex stone chip and over-painted body colour to keep the car usable."

Silverware

With everything bolted in place, Lee grabbed the keys, jumped into his freshly leather-trimmed Audi TT-sourced driver's seat, and took the Karmann straight to the FittedUK show in Manchester – where, among a thousand cars, he immediately won best-in-show. Which isn't bad, is it? Well, it certainly ticked a large box on the original brief. To say the fellas at DC are pleased (along with Lee himself, of course) would be a masterful exercise in understatement, as



^ Leather-lined engine bay accentuates the project's premium feel



< 44IDF carbs have trumpets that are just as shiny as the rest of the car's brightwork

DC Customs
Hand built for Lee Smith

^ A neat little touch. This car is a keeper!

this really has been a labour of love for all involved. Paying gigs like this can transcend into personal tales of balancing tribulation with victory, that's all part of the jeopardy of classic car restoration and modification – the amount of personality that these guys paint over their projects is testament to their skills. This isn't just working to a brief, this is creating fine art.

"There are a lot of small details on this car which most wouldn't spot," Darryn intimates. "It's one of those cars you could walk around, spotting something different each time. We've made the car look custom, but also as subtle as possible, making sure everything works together. It's full of detail everywhere you look." And this is very much the DC Customs *modus operandi*. What began as a quick 'can you come and look at my project?' phonecall evolved into one of the most comprehensive and cohesive air-cooled customs on the scene today. You may not be able to see Darryn's superhero cape, but it's sure as hell there. ■

"This isn't just working to a brief, this is creating fine art"

Thanks to Autoretrim for the interior, California Classics for the engine, and Bears for the gearbox

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The Likely Lads

They may look as though they have been dragged from a field but the reality is that a whole lot of time and effort has gone into the creation of this pair of rat rides…

Words and photos Paul Knight

Note the Koch horn grilles, stone guards on the rear wings and the swan-neck mirrors

> “it was crashed, rusty and the chassis was toast”

TECH INFO

BODY
Stock '66 body in Bahama Blue; heater channels and nearside front quarter panel replaced and paint blown in to match patina

ENGINE
Original 1300cc with an alternator conversion, rebuilt at 101,000 miles

TRANSMISSION
Stock 4-speed swing axle

SUSPENSION
2in narrowed front beam and 2in dropped springplates with a 1-spline drop at the rear

INTERIOR
Original black vinyl seats with beige carpets

WHEELS & TYRES
BBT reproduction Sprint Stars which have been stripped to reveal chrome finish and re-detailed in black; tyres – Continental 135/70/15 (front), Comfort 195/65/R15 (rear)

Rhys Maskell (Bahama Blue '66) and Lee Morris (Jungle Green '56) are dedicated VW enthusiasts that love to drive the wheels off their VWs and never seem to miss a UK VW show. Almost without fail, we bump into these guys at everything from local club meetings right through to the big summer festivals – they really do get about!

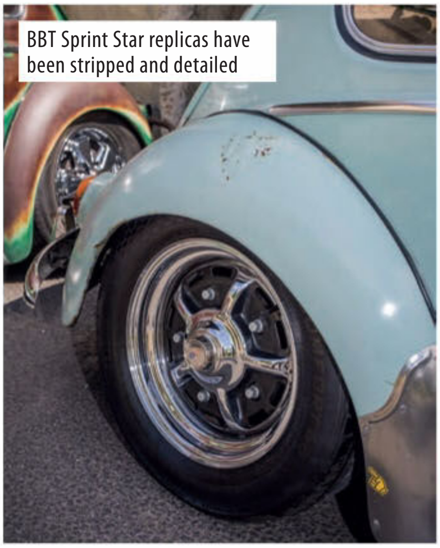
And, whilst they look rough and ratty, beneath the skin, they're both well-sorted cars.

Rhys explained, “I bought my '66 as a total basket case – it was crashed, rusty and the chassis was toast.” He went on to explain that the Bug had been a local car for many years, yet had been involved in a fairly serious accident back in the '80s, and had been left sitting in a lock-up ever since.

Rhys has been a VW fan since childhood and blames the Herbie movies for his addiction. “I was working at a BMX shop in Rainham, Essex back in '86, which was located next door to the VW specialists, Microgiant. So I guess it was Tony Royston and Paul Miller that first brought my attention to the world of modified VWs as they worked on customers cars and also the Microgiant race car known as The Prince of Darkness.” Inspired by the early UK customs, Rhys soon picked up a yellow '71, which he lowered and kitted out with pre- '67 panels. He later went on to own a string of Bugs plus a Buggy and a '58 Split van.

Swap shop

And so, when Rhys stumbled across this battered and bruised Bug a couple of years ago, he decided it might be a good basis for a slammed, patina ride. But, as he explains, there were a few hiccups along the way. “The nearside front corner was hit hard but it was only after I'd stripped away a lot of the bent steel that I realised it had a twisted framehead on the chassis.” And, given the overall condition of the floor (i.e. very rusty), he decided to separate the body from the chassis in order to fix things from the ground up. Rhys



BBT Sprint Star replicas have been stripped and detailed

Original interior is actually in pretty nice condition

Rhys has added earlier side trim and a bunch of period accessories including a peaked spotlight, a 'Dusseldorf' plaque, bug deflector on the bonnet and an old leather suitcase

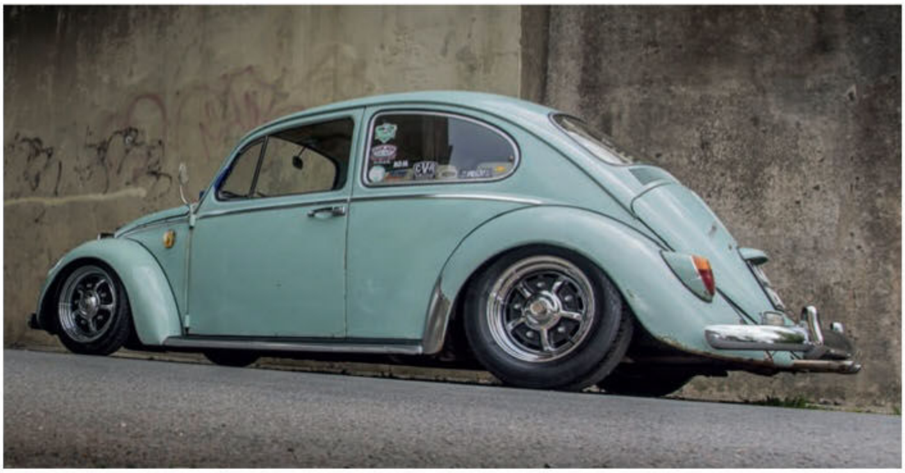
commented, "I knew my buddy, Paul Smith, had a new and unused king- and link-pin chassis and, after haggling with some Bay Window parts, I managed to secure that as the basis for my project." While Rhys set about swapping the transmission and engine over to the new chassis, he also picked up a pair of heater channels and fabricated some small patches and closing panels to repair the rusted-out lower sections of the body. "I also fitted a new front quarter panel and realigned the A-post to repair the accident damage," he explained. The rear body mounts were modified to fit the king- and link-pin chassis and it wasn't long before Rhys had everything bolted up and ready to be reassembled.

Said Rhys: "I found a guy breaking a '66, which secured a fresh set of wings and also a solid bonnet, too."

Doing it yourself

Now, whilst he had been careful not to spoil too much of the original paint when replacing the heater channels, Rhys now had some mismatched paintwork to rectify, not to mention the new front quarter. "I didn't have the budget to cover professional paintwork, hence I decided to grab a bunch of rattle-cans and have a go at matching the Bahama Blue paint myself," he says. As you can see, his DIY-patina plan worked out well, as the car looks as though it's been weathered by nature (and not blown-in over the course of a weekend!)

To get the Bug sitting low, Rhys fitted a pair of 2in lowered springplates, which have been rotated by one outer spline to bring the rear end way down, while the front end consists of a 2in narrowed Puma beam fitted with CB Performance dropped spindles. With the adjusters set 'way-low', the car looks great over those chromed Sprint Star wheels. As Rhys explained: "The wheels are BBT replicas, which were painted silver when I bought them. I chipped one of the wheels when fitting it and noticed that there was chrome under the paint, hence I stripped all the paint off and re-detailed the black sections. Whilst the chrome isn't 100% perfect, I'm really happy with the way they came out."



Rhys has quite literally saved this Bug from the scrapyard. Rusty, crashed and in pretty bad order, only a true enthusiast (or madman) would have taken this car on

The original 1300cc engine has been rebuilt and fitted with an alternator

Lee's Bug is well detailed beneath the decklid (and also under the entire car)

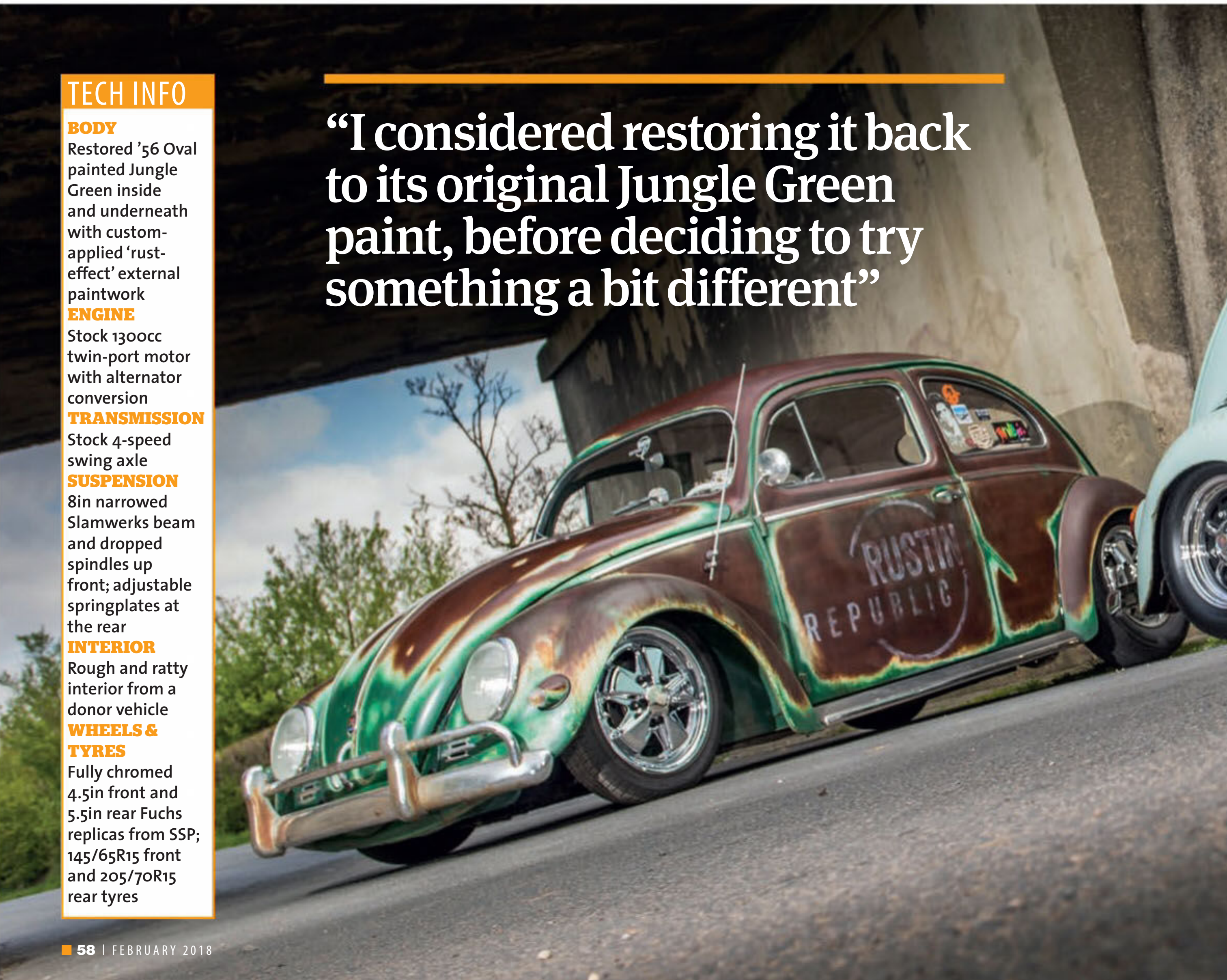
Lee and Rhys discuss faux-patina haters…

When Rhys found the car, the interior had already been removed and sold on but, after some investigative work, he managed to track the trim down and worked out a deal to reunite the 'aged to perfection' seats with the car. This left just the engine to tackle and, as the car had included a receipt for a full rebuild at 101k miles (which wasn't long before it was crashed), Rhys decided to leave well alone and simply treat it to a service.

The end result is a well-built and rock-solid patina-ride, which has proved to be reliable and a whole lot of fun. When we asked Rhys if he had any future plans for the car he told us, "As the kids are getting older, I think I'm going to raise the rear end to save that NOS floorpan from being scraped-through, and I might fit a bigger engine so that I can have a bit of fun with it."

Rat appeal

So that's the blue car covered, which brings us to Lee Morris and his neat '56 Oval. Lee is passionate about his projects and it's fair to say that he's not one to sit on a car for long – for Lee it's all about the build. And, following a string of shiny cars, he decided it was time for



TECH INFO

BODY
Restored '56 Oval painted Jungle Green inside and underneath with custom-applied 'rust-effect' external paintwork

ENGINE
Stock 1300cc twin-port motor with alternator conversion

TRANSMISSION
Stock 4-speed swing axle

SUSPENSION
8in narrowed Slamwerks beam and dropped spindles up front; adjustable springplates at the rear

INTERIOR
Rough and ratty interior from a donor vehicle

WHEELS & TYRES
Fully chromed 4.5in front and 5.5in rear Fuchs replicas from SSP; 145/65R15 front and 205/70R15 rear tyres

> "I considered restoring it back to its original Jungle Green paint, before deciding to try something a bit different"

This is how they roll... low and slow!

Slamwerks supplied a wild 8in narrowed beam for Lee's '56 Oval Bug

something with a little rat appeal. But, rather than working with a rusty barn-find, Lee decided to start with an already great car, and add his own take on the whole faux-patina thing.

"I bought a very tidy black Oval from Lloyd Jackson at Deluxe Metalwork. I considered restoring it back to its original Jungle Green paint, before deciding to try something a bit different with it," he explained. Lee took the car to Emerson Large at Emo Engineering where they stripped it down in readiness for a fresh new look. At that point the car was in good shape and was already fitted with a 4in narrowed beam and some nice parts, but having already formed a plan, he sold off the beam and ordered a fresh 8in narrowed replacement from Slamwerks. Next came a set of chromed Fuchs from VW Heritage measuring 4.5in up front with 145/65R15 tyres and 5.5in out back with 205/70s.

Said Lee: "Andy Finch at Spike's was looking for a 1500cc motor so I sold him the engine that came with the Oval and picked up a stock 30-horser to replace it with. But then my friend, Matt McNulty, made me a good offer for the 30hp unit,

Lee added some suitably-faded logos to the side of his Oval, which work with the whole theme

RUSTIN
REPUBLIC

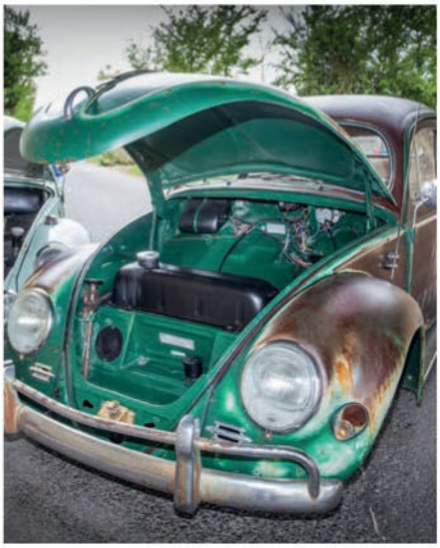
“The rust effect was accelerated through the use of a mixture of peroxide and white vinegar”

which involved trading in a really sweet 1300cc twin-port motor and a bunch of parts, hence I couldn’t turn down that deal!” Lee took the 1300cc motor home and cleaned and detailed it in preparation for fitting, before returning to help Emo create the custom rust-effect finish on the body.

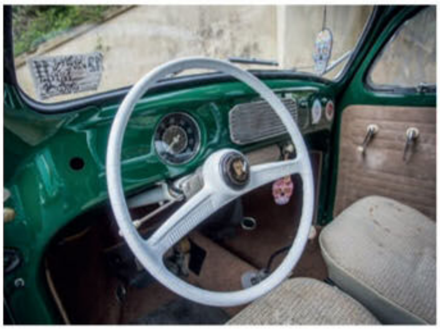
The guys decided to repaint the interior, the engine bay and beneath the bonnet in the original Jungle Green finish. Lee said, “The idea was that it would be show-quality inside and underneath, yet with a ratty-looking exterior. To all intents and purposes, this is a top quality car, albeit hidden beneath a clever, rusty finish.

Any old iron?

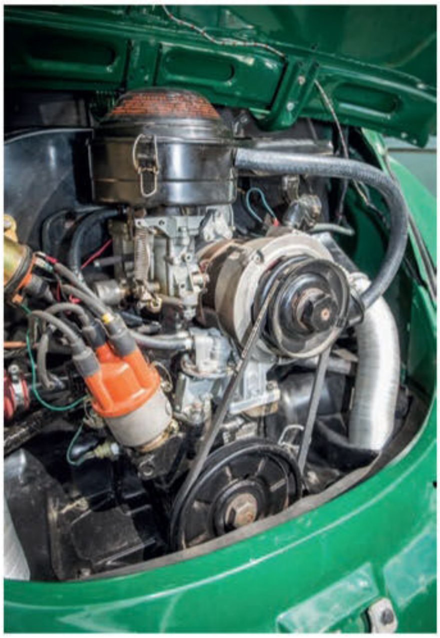
When we asked Lee how he achieved the paint finish he explained, “The car was etch primed before Emo applied a base coat binder, which was mixed with iron filings. The Jungle Green was then applied to the spots I’d picked out before we carefully sanded through the binder, which exposed the filings to the atmosphere.” The rust effect was accelerated through the use of a mixture of peroxide and white vinegar, which was carefully applied so as not to create too many streaks etc. This causes rust to appear almost immediately, but the guys decided to push the car outside and leave it open to the elements for a few days, just to finish things off perfectly.



Under the bonnet this Bug has been restored as well as any show car!



Lee made a point of repainting the dashboard and interior in the original Jungle Green hue (a one-year only colour) if only to show that this could easily have been finished as a glossy show car



A TMI carpet set has been fitted, and Lee removed the 'tidy' seats in favour of a set of suitably ratty seats he'd found

1300cc twin port motor has been cleaned and detailed. Note the alternator conversion (as the car now runs 12-volt electrics)

205/70 tyres on chromed Fuchs, a winning formula

Bodily, Oval is incredibly sound

Once it had achieved the look of 50 years of weathering (in just a few days), the Bug was then rolled into the booth, dried off and sealed with a few coats of clear lacquer, which should prevent it from deteriorating in the future. As you can see, by carefully planning the paintwork, Lee has achieved a finish that looks perfectly sunburnt in all the right paces – clever!

Next, he stumbled across a set of suitably scruffy US-spec bumpers and also a worn interior, which suited the style of the car better than the beige interior it came with.

The wheels were fitted via adapters and Lee bolted up a pair of adjustable springplates at the rear before handing the car to the good guys at Type 2 Detectives who rebuilt the king- and link-pin spindles and aligned the suspension to ensure the car drove spot on. T2D also rewired the car before handing it back to Lee for the final touches.

It's certainly an eye-catching ride and, having watched show goers walk up to the car and stroke the paint, we can confirm that it has the desired effect. In fact, most people assume it to be a 'survivor', and few can believe that it was a gloss-black Oval just a short while ago.

So there we have it – these cars may look like ageing survivors, but the reality is that both have been properly built from the ground up to achieve the ultimate combination of patina styling with well-executed underpinnings. ■

On the move, this car has a great road presence. The fat rear tyres and nosedown stance really work, and Lee tells us the car rides and handles very nicely

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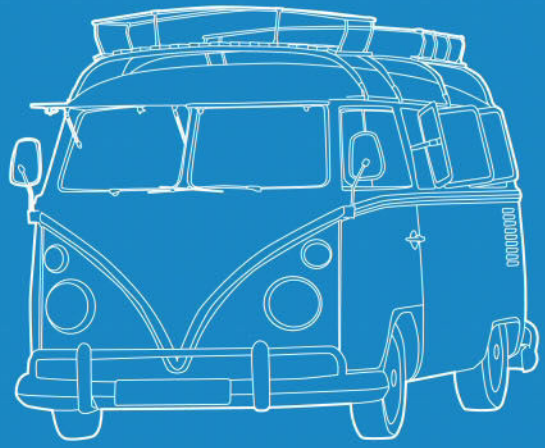

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A tot of Dutch courage

This import started out as a cheap alternative to an expensive family holiday, but ended up costing twice as much in the long run. But who cares because Yolande Green and her clan now have a Late Bay that just keeps on giving…

Words and photos Paul Bussey

When Yolande Green was 17, her very first car was a 1972 Beetle. She ran it for 11 years before selling it for a Camper which she used for holidaying in Devon. Ah, yes, we all need the occasional break so years later, when husband Pete suggested they take an all-inclusive holiday, staying at a nice villa in the sun, you'd think it would have been greeted with whoops of delight. But shocked by the cost, Yolande came up with a much better idea. Why not put that money towards a campervan instead? Those halcyon days spent in Devon with her last Bay were indelibly etched in her psyche and it would be lovely to repeat the experience with Pete and her girls Mollie, Lyla and son Joseph. Yolande got the green light from Pete and started looking for a suitable Bay; the only real problem was that the budget was pretty tight.

She went to view a couple of Bays that were £10,000-£15,000, taking magnets with her to check for filler, and wasn't that impressed with what she found. "I said to Pete that I'd rather purchase a wreck and have it restored, so I knew the integrity of the work, rather than take a chance and having to spend a whole lot more money fixing things." The prime importance was the safety of her three children and knowing that her Bay had been properly restored, would give her the peace of mind she needed.

“It was so bad I actually put it back on eBay”

What looked like a suitable 1978 Bay soon popped up on eBay in Somerset. It had been imported from Holland in 1984 and had been converted, albeit not all that well, from a Panel Van. “The windows looked like they were cut out with a can opener, it was a rather crude job,” recalls Yolande. However, the vendor was honest with her and admitted that it definitely wasn’t a weekend project. In short, it needed a lot of work, which was reflected in the price of just under £1,000. Yolande took the plunge and went ahead with the purchase in January 2012, although as soon as she’d metaphorically tapped the ‘Buy’ button she began to have second thoughts. “I did have a bit of a wobble just after I’d bought it, when I realised just how much work would be involved,” she admits. “It was so bad I actually put it back on eBay and within two days it had bid up to £1600. I thought if other enthusiasts think it’s worth that much, then maybe I should keep it and stick to the original plan.”

Right decision

Yolande knew it was a job for a highly skilled restorer and eventually entrusted Dave Wheatley of DW Automotive of Rayne, Essex to take on the challenge. Although Dave hadn’t restored a Bay before, he’d worked on classic cars and had the necessary restorative skills.

Once Dave had started work and sent Yolande an itemised bill for the first week's work, she knew she'd made the right decision to have him restore her Bay. "Thank goodness for Dave, he's as meticulous with his invoicing as he is with his work and every week I had an in-depth list of what work had been completed and the cost," she enthused. "I was to get extremely involved with ordering and chasing parts that were required as the restoration progressed. Quite a few pattern parts just weren't up to scratch and they had to be returned. I sourced parts from California, Germany and the UK and was constantly on the 'phone and online. Most of the replacement body panels were supplied by Alan Schofield, with Custom & Commercial, the German Camper Company and Just Kampers also being major parts suppliers."

Once the Bay was stripped down to a bare 'shell and sandblasted, Dave got busy replacing the cab floor, fitting new front wheel arches, re-skinning the original doors, fitting complete rear corner panels, new inner and outer sills, new outriggers and jacking points, air box lower panel and a complete new front panel. This involved removing the eight-inch raised badge area and then flattening it out, because Yolande wanted to fit a 10in VW badge – an awful lot of work for a small feature. Other major work involved removing the entire roof in order to repair the inner and middle structure and guttering.

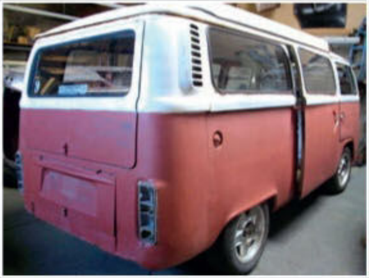
Rust, rust, rust

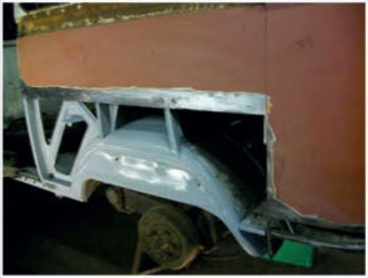
There were repairs to the rear wheel arches, the bottom of the sliding door and lower track, rear inner valance in the engine bay, A and B post bottom sections, lower screen panel, seat belt mountings, spare wheel well, bumpers, window frames, tailgate, battery tray, C post, corroded areas of floorpan and the

"every week I had an in-depth list of what work had been completed and the cost"

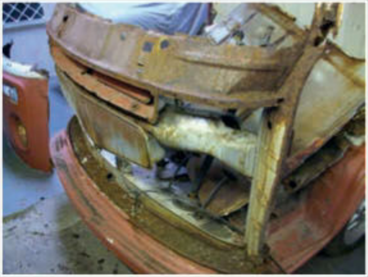
THE BUILD

> ∨ Yolande's £1000 eBay purchase turned out to be a lot worse than it looked





< The bottom half of the Bus needed replacing, including the inner rear wheel arch and side panels

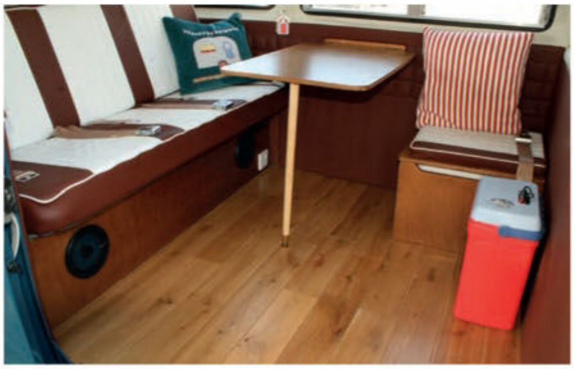


> The front structure was completely shot

∧ > Doors were in a horrible state and required lots of metal fabrication work as well as complete new skins

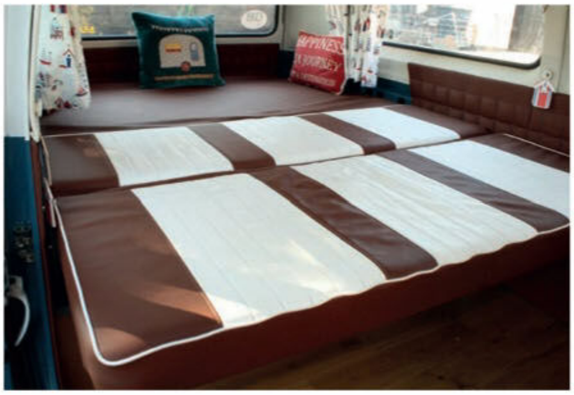
< ∧ Roof was also in pretty bad shape. Dave had to cut out all the old metal and custom make most of the new steel

Built to be used and enjoyed, Yolande admits the resto cost a lot more than she anticipated but reckons the end result was worth it



Interior has been kept simple, simply because Yolande prefers to cook outside. The floor panels were leftovers from a house refurb

Full width Rusty Lee rock 'n' roll bed has seatbelts fitted



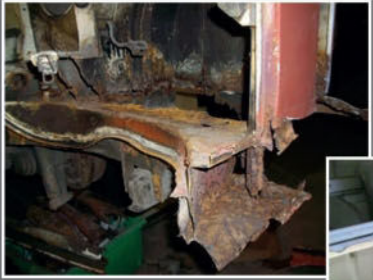
heater channels… the list goes on! "I had an agreement with Dave as to how much money I could afford to pay him each month," explains Yolande. "That way I didn't get any huge bills that I hadn't budgeted for. Dave is a perfectionist and occasionally we did drive each other mad! On one occasion I remember visiting the workshop after the bodywork had all been painted, all doors had been hung and the Bay looked fabulous. I went back the next day and the doors had been taken off. I asked Dave what was going on and he said he just wasn't 100% happy with the paint and had sanded them down and repainted them, but this would not involve any extra cost to me."

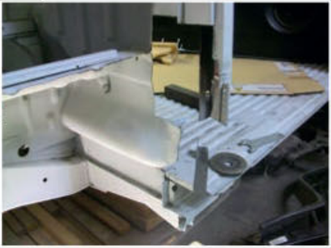
The Bay was originally white, though there was evidence of many other colours, including orange, green, purple and blue. After much deliberation, Yolande decided to go for Cumulus White and Sea Blue, which were VW colours in 1967. Initially three coats of high build primer were applied, followed by two coats of Cumulus White and then two coats of Sea Blue. The entire underside was then treated to 3M 08861 underbody coating, to ensure longevity. In addition to this, a mix of Waxoyl and engine oil was applied to all internal panel and box sections, with the bodyshell tilted at crazy angles, to ensure the mix was well distributed into every nook and cranny.

No go

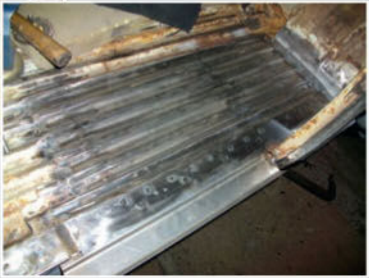
Yolande purchased the Bay without an engine, but it did have a gearbox so while Dave was working on the body and running gear, Darran Springett of DS Autos in Hedingham, Essex, rebuilt a 1600cc engine using 1641 pistons and barrels, which Yolande found on eBay for £300.

The other bits of running gear were tackled

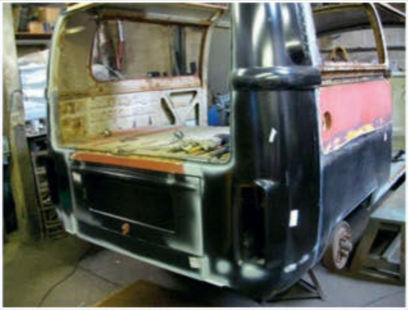




The bottom sections of the A and B posts were completely rotten and needed lots of work



The sills were toast, as were the edges of the floor. She knew the Bus was bad, but not quite this awful



Complete rear corner had to go on. We're wondering if there was any of the Dutch import's original metal left at the end?

With things slowly coming together, the new door skin for the sliding door goes on

Now this is looking a lot better. With the replacement front panel on, Yolande could begin to see the light at the end of a long tunnel

Being a perfectionist, Dave got the fit and finish spot on throughout

Yolande did lots of project managing, ordering parts and panels from a wide range of different suppliers

Having started off as a Panel Van, the window apertures weren't exactly a work of art so Dave had to repair the rusty metal before stripping and refurbishing the opening window mechanisms

Engine was a £300 eBay find. Darran Springett at DS Autos did a rebuild using 1641 pistons and barrels

Dave was instructed to modify the front panel so Yolande could fit a 10in VW badge – but doesn't it look great

TECH INFO

BODY
1978 Panel Van converted into a camper while in Holland; painted Cumulus White and Sea Blue; 10in VW emblem; Noise Killer sound insulation throughout

ENGINE
Rebuilt a 1600cc engine with 1641 pistons and barrels; new wiring loom

TRANSMISSION
Standard four-speed

BRAKES
Standard, fully refurbished

SUSPENSION
Standard, fully refurbished

INTERIOR
Full width Rusty Lee rock 'n' roll bed; new seat covers from DS Trim, fitted by Lisa Hibberd from Stitches along with new curtains; replacement headlining from Wonderland Classics; oak flooring; buddy seat from Vanwurks

WHEELS & TYRES
Standard 5.5Jx16 on Goodyear tyres

with equal aplomb. "We had to get a new steering box, as fitted to the last of the Bays from Brazil, as it proved cheaper than having the existing box refurbished," says Yolande. "The beam was taken back to bare metal, etched primed and painted in 2K gloss black, as were most of the underpinnings. Some 180 metal parts were sand blasted, acid dipped and then zinc plated. We also replaced the front discs and calipers, balljoints, wheel bearings, all the cables plus a myriad of other parts such as the wiring loom, a complete set of rubbers, starter motor, headlamps and lenses. The underside is now every bit as shiny as the top!"

It's also worth mentioning that the bodyshell has also been fitted with Noise killer (www.nkgroup.co.uk) insulation in all of the side panels, floor, roof, under the front seats and the area above the engine.

Now all that was needed was to refit the interior. A full width rock 'n' roll bed was purchased from Rusty Lee, new seat covers were made by DS Trim and fitted by Lisa Hibberd from Stitches in Great Dunmow, Essex. She also fitted new curtains, covered the side panels and bulkhead panel and fitted a new headlining, purchased from Wonderland Classics (www.wonderlandclassics.com). Jon Morley fitted new curtain rails, oak flooring that was left over from Yolande's house and a buddy seat, purchased from Vanwurks. "I didn't want a fully fitted interior and in any case, when we go camping, I like to cook outside – it's much more sociable," says Yolande.

The Bay, now named 'Betsy Bus', was finished approximately 18 months later, fully restored in every respect. And it will come as no surprise, given what you've read so far, that absolutely nothing was overlooked or untouched. There's a lot of fine attention to detail gone into this build to retain the original panel shut lines and pressings. Yolande has project managed a superb restoration on her Bay; it's definitely a keeper and will be passed down to her children. "Unfortunately my husband Pete doesn't understand the VW scene at all and isn't keen on shows," she says. "However, he does love the Bay and when we go to France and on camping holidays with the kids, he'll talk to people all day long about it. While it has emerged as a conversation piece, that wasn't the original idea. It was restored to be safe and reliable for the family and to be used and enjoyed. The project cost a lot of money, I worked all the hours I could to pay for it and at times was close to being broke because of it. But I still think I did the right thing buying a wreck in the first place and Dave was definitely the right guy to complete the work. I now know the Bay inside out." It is to all intents and purposes virtually a brand new bus. ■

Thanks
Sharon at Timbers restaurant near Braintree for the photo location (www.blakehousecraftcentre.co.uk)

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Brighton breezy

Organiser Jamie Clough-Murray braved the weather to report on the annual Sussex seafront spectacular

Words Jamie Clough-Murray **Photos** Julian Hunt

Brighton Breeze 2017 was the 20th London to Brighton fun run and the first with me at the helm. The day started at 6am on the seafront with traders arriving to set up shop. By then the weather was already flexing its muscles and the wind was blowing a gale – perfect for kite surfing, but not great for a seafront VW show. Once the traders were set up (and strapped down) we prepared for cars to arrive.

Over the years the run has evolved and adapted to the beautiful setting but it is incredibly tight on space. In order to prioritise the best spot for the run participants, all early arrivals are parked from Dukes mount towards the Marina.

The run left Epsom at 8am and by 9.30am the first arrivals began to appear on Madeira Drive. Over the course of the next hour and a half every conceivable type, shape and colour of VW from all over the country and beyond were manoeuvred into position. There were many vehicles from mainland Europe, including the Netherlands and Germany. We were fortunate to have club displays from The Early Bay Club, The Paintscrapers (who also provided many of the marshals, thanks gents) and The Wolfsburg Crew, and we were joined by regulars like the original Herbie, a car that's always welcome and very much admired by everyone at the show.

Full of surprises

Before long it was time to start looking at the line up more carefully to choose the best ten vehicles of the show to come to the display area at the centre of Madeira Drive for the award ceremony. The judges chose their personal favourites, and there were a few surprises among them. In no particular order there was a 1970 custom Beetle that had been completely restored/built by its 19 year-old owner; a magnificent 1974 Jurgens Autovilla that truly is a Tardis and amazing to see inside; a 1979 Viking that defies logic when it comes to how many it can sleep; a 1958 ambulance with a fabulous original interior; a 1974 Bay Crew Cab restored to factory specification; a 1967 high roof with a full height repro Westfalia interior that came all the way from Holland to share a little bit of perfection; a 1977 Devon 21, one of only 50 made and in fantastic condition; a 1959 ex-Swiss army radio generator Bus with original features; a 1971 custom Camper complete with an owner designed bespoke interior and finally a 1961

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> “the run has evolved and adapted to the beautiful setting but it is incredibly tight on space”

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custom Crew Cab complete with rimless windscreens and metal flake paint.

I'm proud to say that the show winner's trophy went to the 1967 high top from Holland, a seriously deserving winner that put several hundred miles under his belt to bring us this priceless gem.

Back to Brighton

The evening at Plumpton Racecourse included Scalextric and colouring for the younger participants, brought courtesy of the Split Screen Seedlings, while the main event – a *Blues Brothers* tribute duo *The All New Blues And Soul Revue* – was in the marquee. They provided live entertainment and music until midnight by which time everyone, including me, was ready for bed.

Two years ago we changed our Saturday evening venue to Plumpton Racecourse, a location that offered a campsite five times the size of Brighton, with a marquee and lots of potential. Unfortunately, Plumpton is a 30-minute drive, so Split Screen Van Club president Eddy Partridge made it his personal goal to talk to as many people as possible to gauge their views and I'm pleased to say that for 2018 – our 21st birthday party – we will be back at Brighton Racecourse. To that end, I would like to personally extend an invitation to join us. There will be no tickets available on the day, so pre booking is essential for this special birthday celebration. ■

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> “The judges chose their personal favourites, and there were a few surprises among them”

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Unknown pleasures

Paul Knight reports on the biggest indoor VW show in the world, which you probably never even knew existed!

Words Paul Knight **Photos** Bagus Wijanarko, Doddy Samperuru and Dokke Sahertian

The weekend of 17-19 November 2017 marked the date of the immense Jogja Volkswagen Festival in Indonesia, which is certainly one of the most exciting events in the global VW calendar. This was actually the third biennial gathering, and definitely the biggest and best yet with visitors from more countries than ever gathering to check out some of the fabulous VWs that make up the colourful and oh-so-innovative Indonesian VW scene.

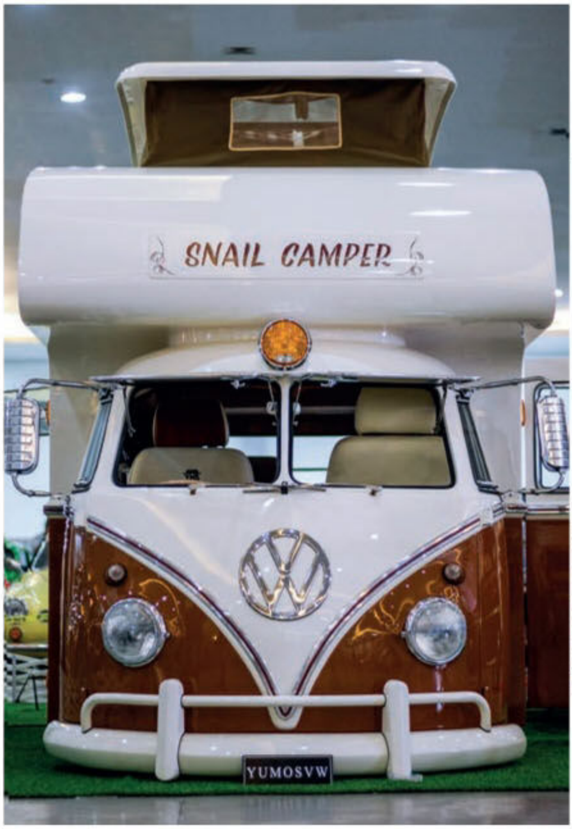
The Jogja Expo Centre is located in the heart of Yogyakarta (which is one of the largest cities on the island of Java in Indonesia), and became the destination for VW fans from many Asian territories (such as Singapore, Thailand, Malaysia, Taiwan and The Philippines). In fact, this year saw more visitors from Western countries than ever before as, thanks to the Internet and coverage in VW publications, news of this event has begun to reach a worldwide audience.

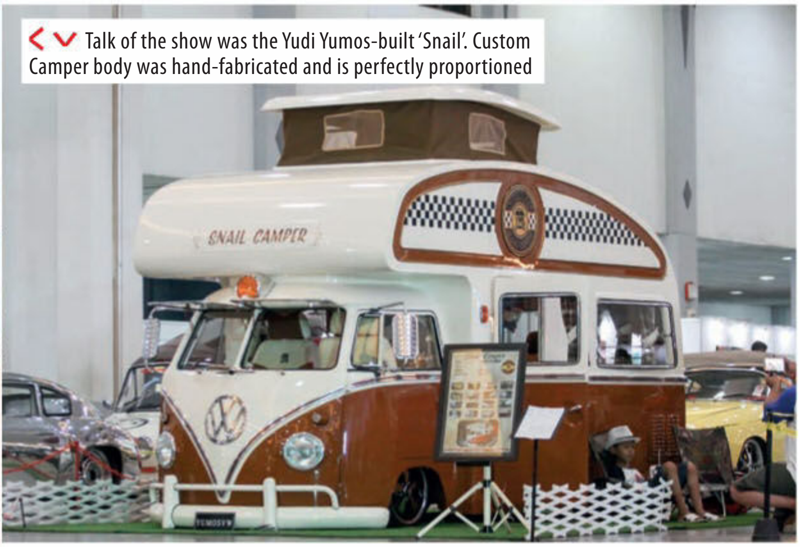
More than 20k people pass through the spacious halls, which, as you'll see over the next few pages, were filled with some pretty wild rides! There's everything from hand-formed Porsche replicas through to a wooden-bodied Karmann Ghia(!) and some world-class custom and restos – this show truly has it all.

As with all large events in Indonesia, there was a lavish opening ceremony featuring traditional dancers, music and dignitaries welcoming all to enjoy this VW extravaganza. There was also entertainment, music and shows over the weekend making this a fun and action-packed gathering for all ages.

There's more to this show than just the inside halls, as there are hundreds of VWs parked in and around the vast Expo Centre site. This is where

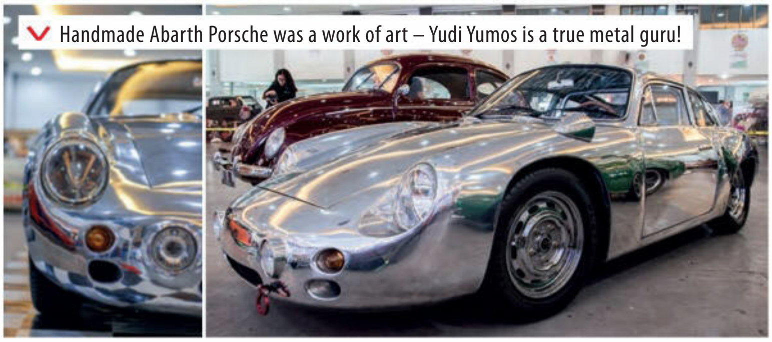
> Wawan Dalbo's 356-powered lowlight Karmann Ghia looks awesome on those Magnus Walker-designed 52 Outlaw 001 rims



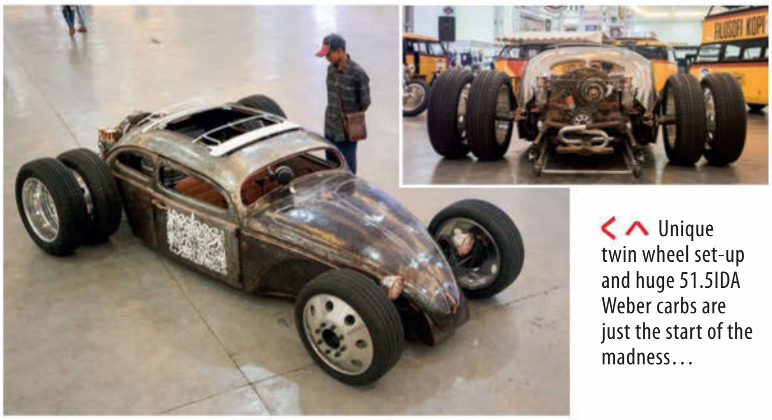


Talk of the show was the Yudi Yumos-built 'Snail'. Custom Camper body was hand-fabricated and is perfectly proportioned

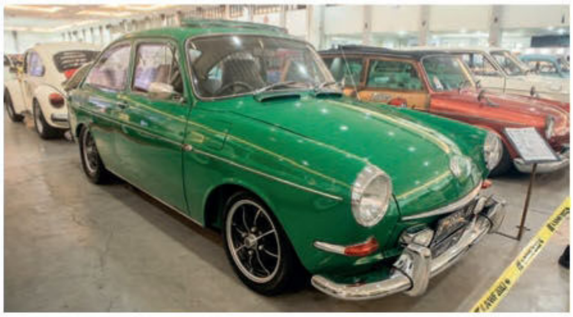
> More than 20k people pass through the spacious halls



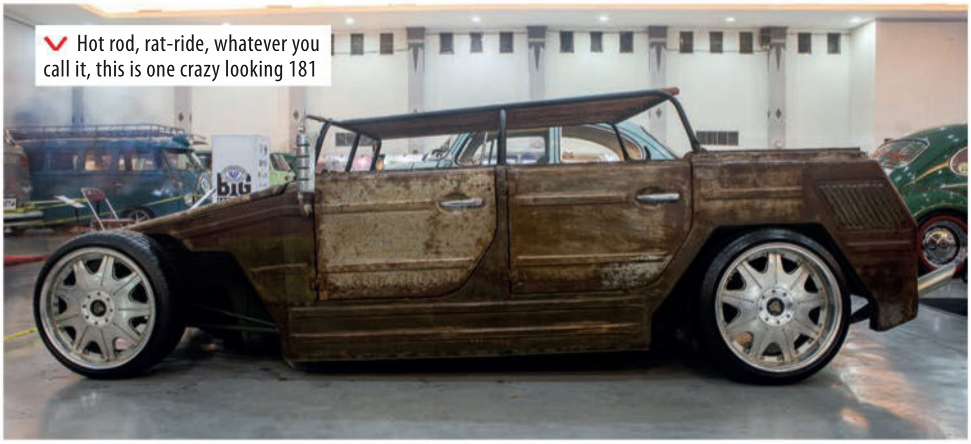
Handmade Abarth Porsche was a work of art – Yudi Yumos is a true metal guru!



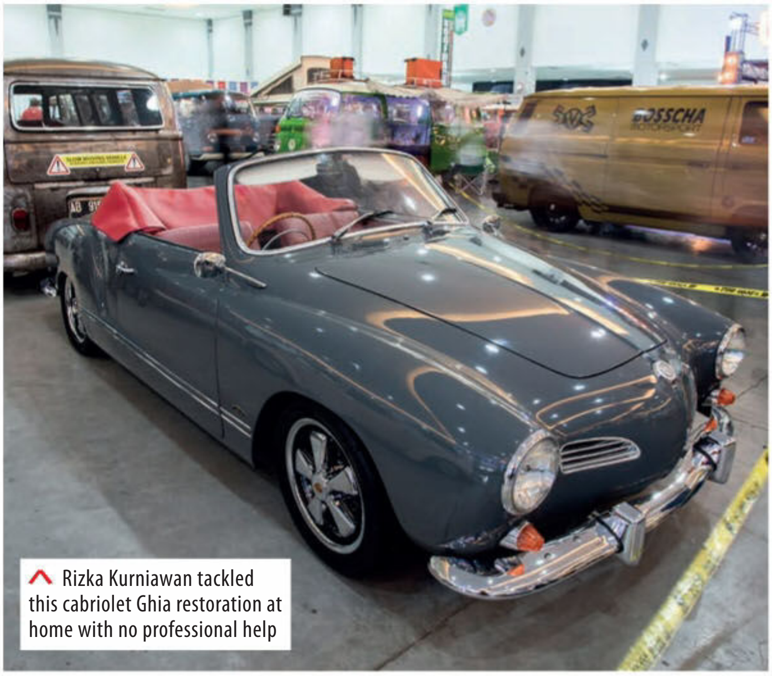
Unique twin wheel set-up and huge 51.5IDA Weber carbs are just the start of the madness…



Rolling on Mahle 'Baby 'Burners', this Fastback featured some neat accessories including cowl air scoops, a venetian-style window blind and a neat sunroof wind deflector



Hot rod, rat-ride, whatever you call it, this is one crazy looking 181



Rizka Kurniawan tackled this cabriolet Ghia restoration at home with no professional help

> “there’s certainly nothing like it in Europe!”

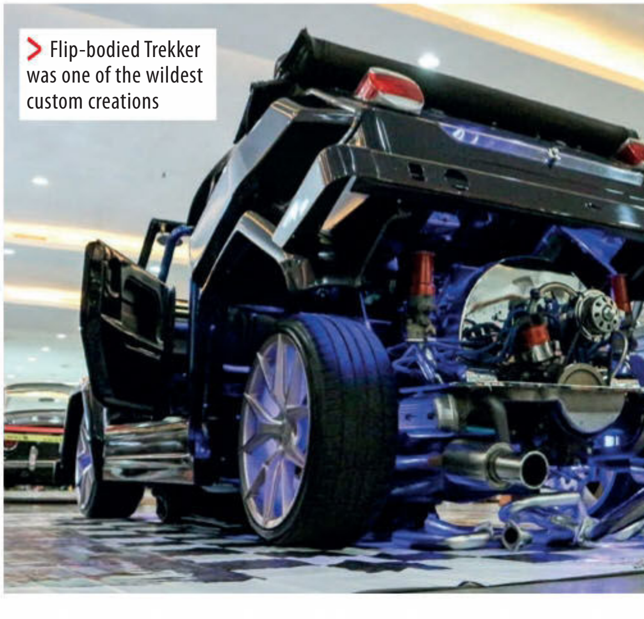
you’ll find some truly colourful VWs and also some superb food, too. Many of the caterers sell from converted VW vans (of all eras) and the smell of the freshly-cooked food mixed with the hustle of the swap meet stalls makes for an excellent market atmosphere – there’s certainly nothing like it in Europe!

Back inside there’s a huge array of trade stalls covering everything from resto parts and VW clothing through to complete replica Karmann Ghia body shells. And how about this… there was even a very well built ’67 Cal Look Bug which was raffled off at the end of the weekend.

The guest of honour this year was none other than Ron Fleming (of FAT Performance, Underdog, DKP fame), who was busy signing autographs, answering questions and even soaking up some local culture over the course of the weekend. The show goers certainly loved having such an icon of the legendary US Cal Look and race scene, and it seems Ron was blown away both by the welcome he received and also the quality of the cars.

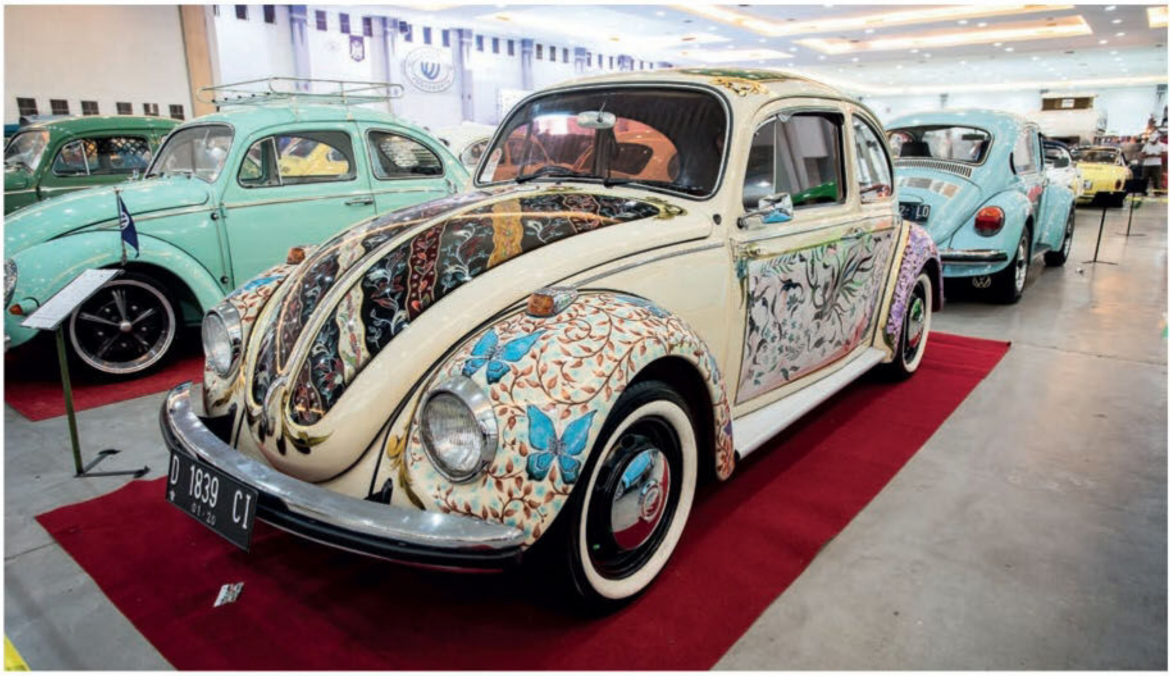
So there we have it – something quite unlike the typical UK, European and US events we are so used to seeing on these pages. Consequently, if you were looking for something to add to your VW-related bucket list, we would heartily recommend checking out the Jogja VW Festival. ■

Find out more at jogjavwfestival.com or look up the Jogja Volkswagen Festival on Facebook



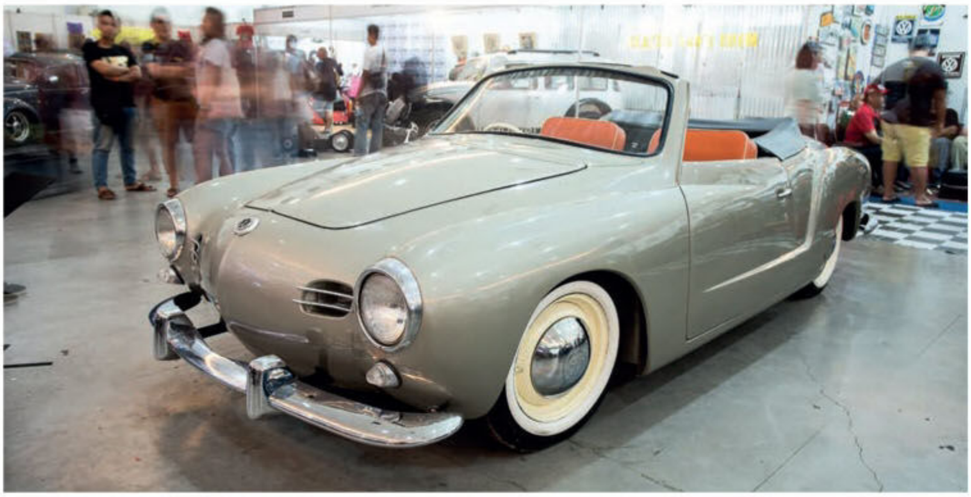
Flip-bodied Trekker was one of the wildest custom creations

This '62 Bug is a true 'one owner from new' ride and was displayed with some 1960s family holiday photographs to prove it

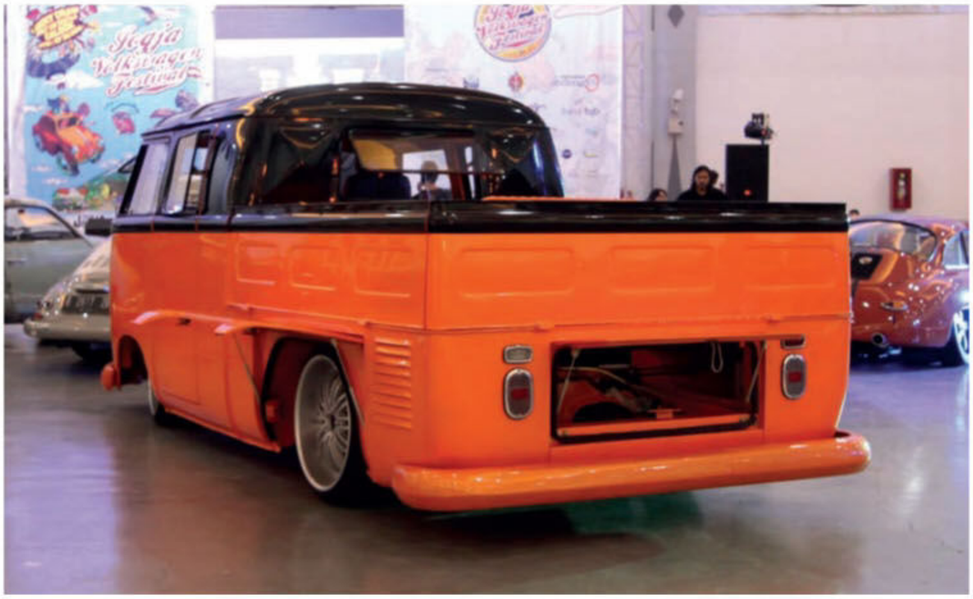


It's yet to be completed, but this Bug is being decorated in the traditional Indonesian 'batik' style (typically seen on cloth and decorative items)

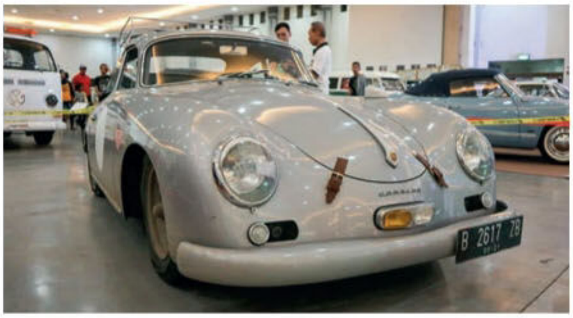
This Type 34 Karmann Ghia cabriolet-conversion is a thing of beauty



This Karmann Ghia cabriolet is actually a hand-made replica formed in plastic

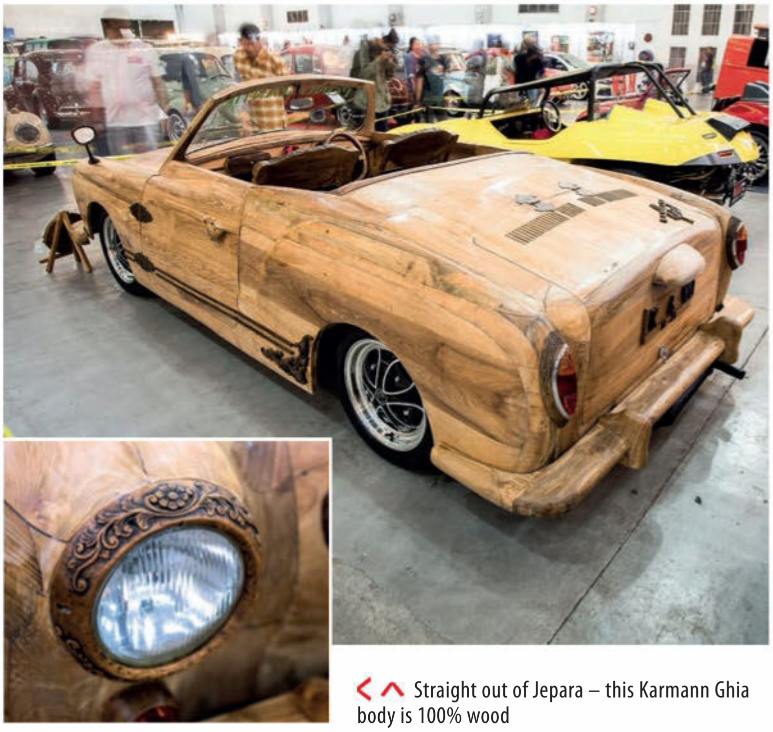


Check out the proportions of this custom-bodied double cab... Yes, it's a lot wider and lower than anything else we've ever seen!



The 'Dirty Outlaw' Porsche 356 was built by Terror Garage in Bandung

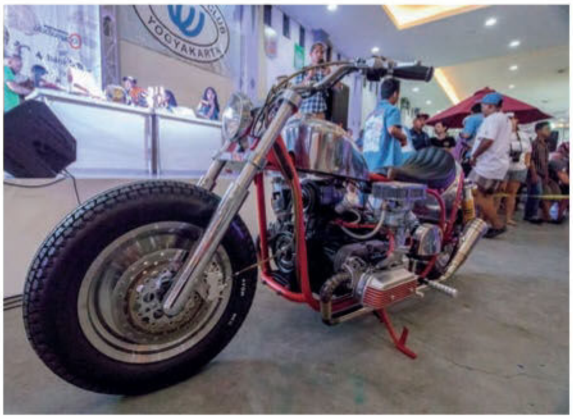
Ron Fleming was a guest of honour at the event and was busy autographing cars and being interviewed



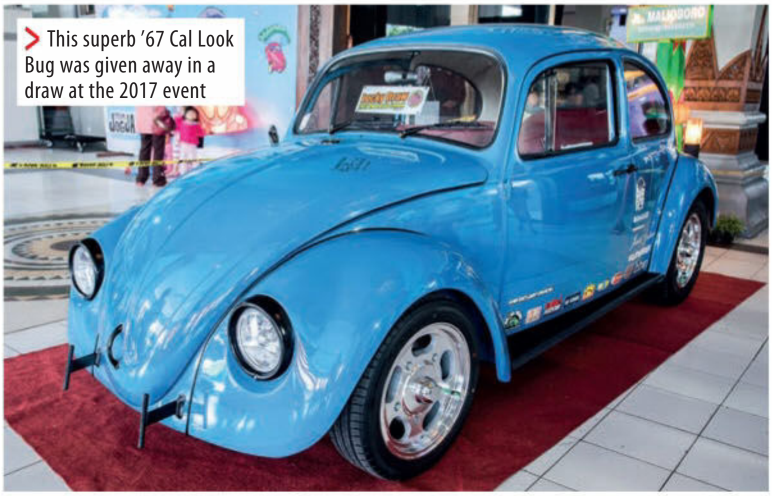
Straight out of Jepara – this Karmann Ghia body is 100% wood

Outlaw-styled lowlight Ghia and a Porsche 356 Outlaw rub shoulders

> The show goers certainly loved having such an icon of the legendary US Cal Look and race scene



Lulut Wahyudi is a renowned custom motorcycle builder and unveiled this VW-powered chopper, which was built in just 29-days



This superb '67 Cal Look Bug was given away in a draw at the 2017 event

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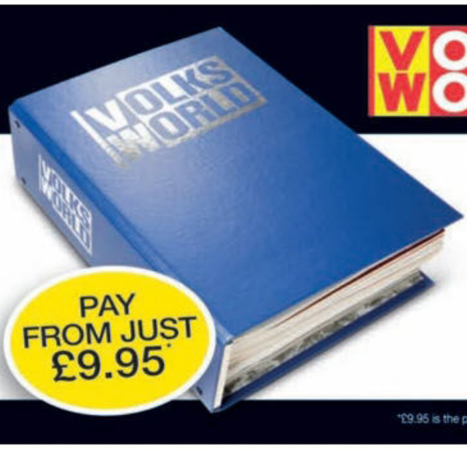

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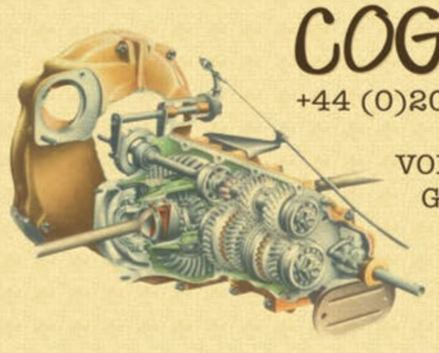

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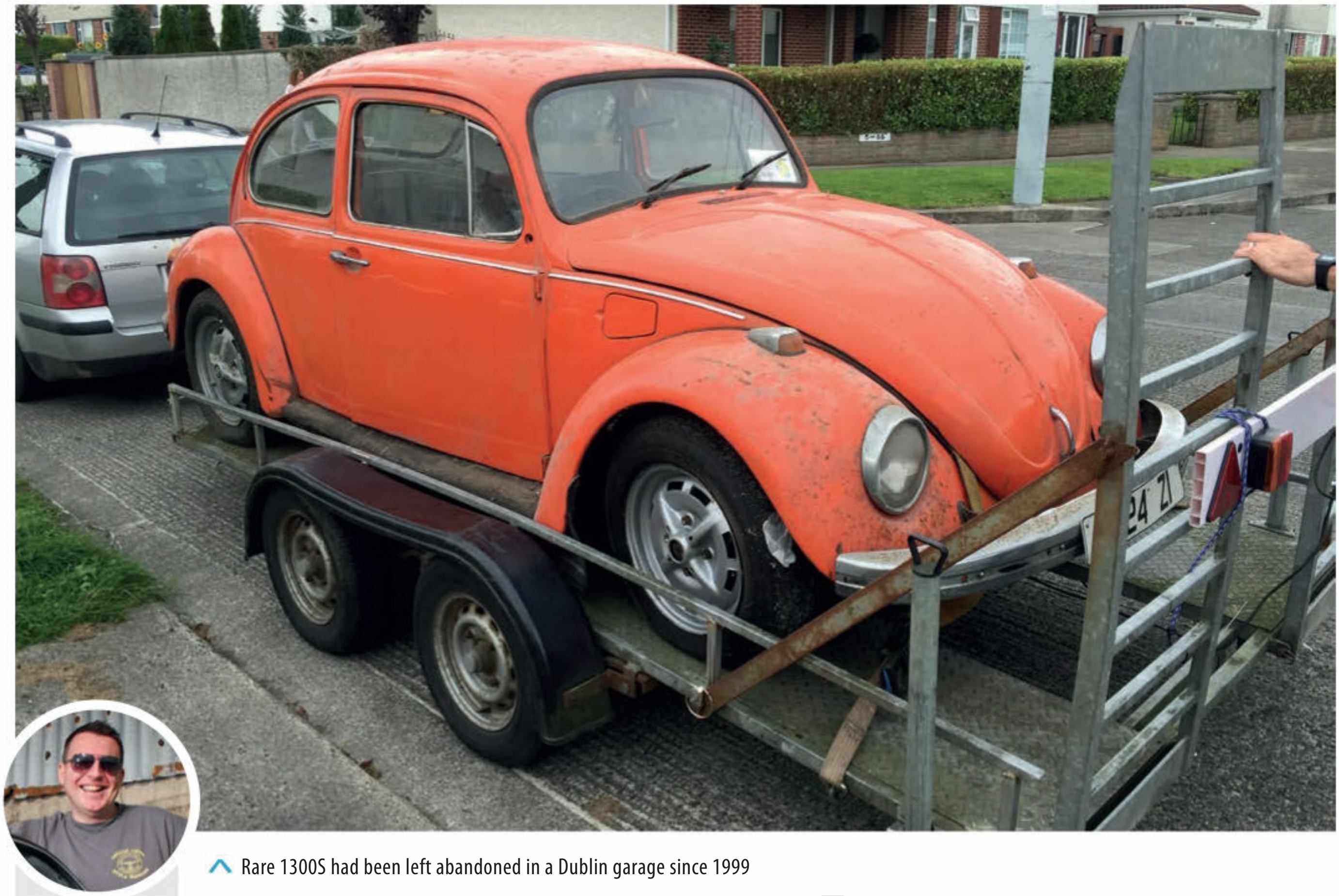


Rare 1300S had been left abandoned in a Dublin garage since 1999

Up, up and away!

What started as a parts car rescue has gone full circle and it seems this Beetle is doing the rescuing now!

OWNER INFO

NAME: Cathal O'Toole

OCCUPATION: Regular contributor

CARS OWNED: '77 Cal Look Beetle

WORK THIS MONTH: Getting a garage find 1300S going again after 18 years

The last time you saw this 1300S it was stuck inside the garage it had called home since the end of the last century, and we were contemplating how to extricate it.

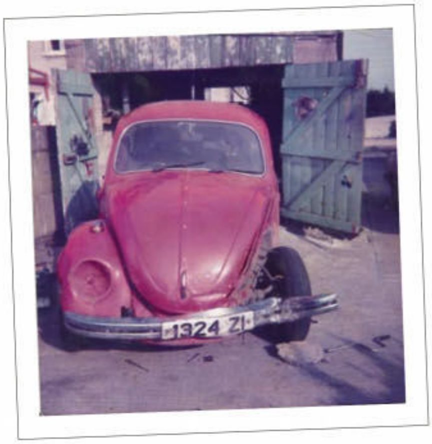
Myself, Trev and Dave Cole (Duts to his mates) loaded an array of 'bits' into Trev's Passat and hooked up the trailer. We could've built a Beetle with the spares we brought but as it was an unknown entity we took the belt and braces approach.

My main concern was the garage door. Being so unbelievably heavy, moving it would be a two-man job and because the gable wall was coming away with it, there was a very strong chance the whole garage would come down when opening it. Great!

When we got there some of the pathway around the Beetle had been cleared which made it easier to get the tyre pump on; we just needed the tyres to hold enough air to get out of the garage. The brakes were seized solid so I had told the seller we may be there for an hour or two especially if we need to strip the brakes.

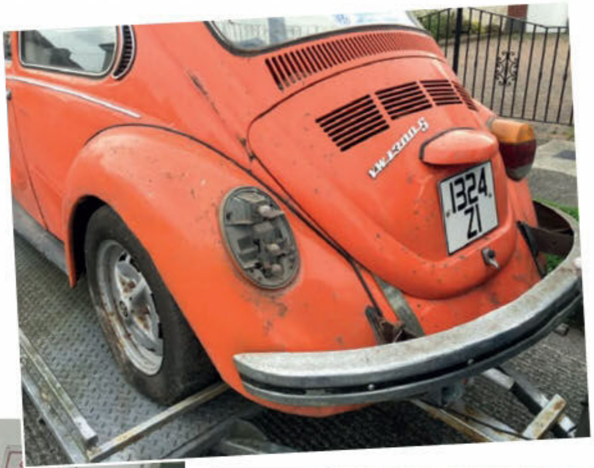
Well, this is where the clouds parted and the sun shone brightly on the little garage. The perished tyres actually held air, with only the slightest push the brakes freed themselves and the heavy gable wall pulling door opened with a weird smoothness. We pushed the 1300S into daylight and swung it around towards the trailer. I shouted at a couple of teenagers to help push and before we knew it the

> "It's a plucky little Beetle that seems to want to keep going"



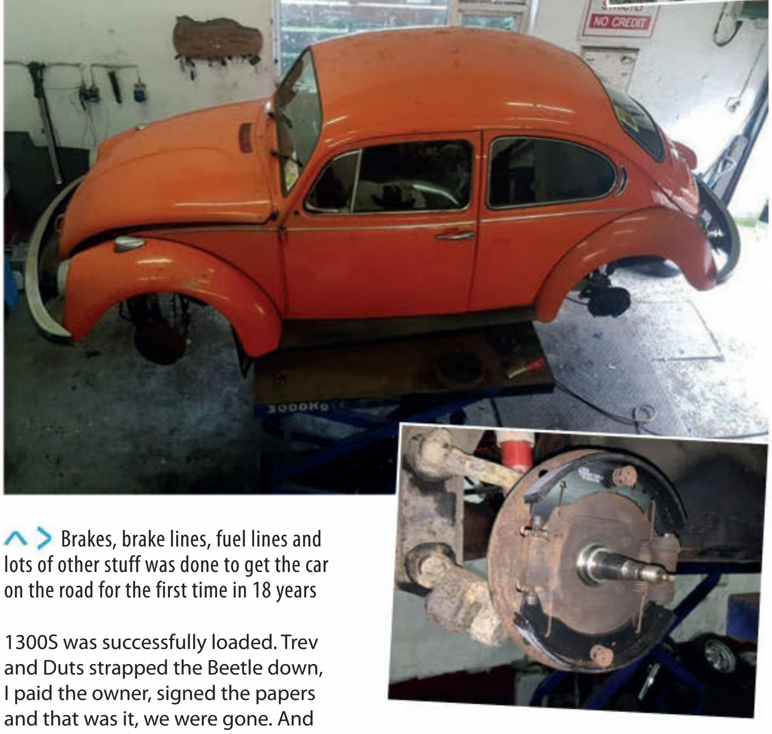
A Facebook post prompted someone to dig out this original shot from 1979, proving snow and trees don't mix. Photo is faded but it was the OG Tomato Red paint

Interior, complete with special padded dash, all looks pretty original although the passenger seat's obviously been replaced at some point



Someone's snaffled the nearside rear lens, but otherwise it is relatively complete

Engine was thought to be seized solid, but Cathal and his mates have got it going again



Brakes, brake lines, fuel lines and lots of other stuff was done to get the car on the road for the first time in 18 years

Period-correct Kamei boot cowl, complete with paint streaks, is a bit of fun – as is the AA badge!

1300S was successfully loaded. Trev and Duts strapped the Beetle down, I paid the owner, signed the papers and that was it, we were gone. And all within 30 minutes. Happy days!

Let's do it

Back at Trev's house we looked it over and I made the decision to sell it on as is. Standing beside Duts' '74 Beetle which is undergoing rust repair, I suggested he use my '75 Bug until his was finished but he felt my car was too good to use every day so I jokingly said, "fine, use this 1300S if you're worried about scratches," to which he replied, "ok yeah, let's do it."

Trev got a spanner onto the bottom pulley and with a gentle tug, the engine began to turn by hand.

The following Saturday I went to Eirespares to pick up plugs, points, condenser, fan belt, oil, battery and anything it needed. I began to dig out parts like rear view mirrors, a suitably scabby Kamei engine vent cover and front and rear lights.

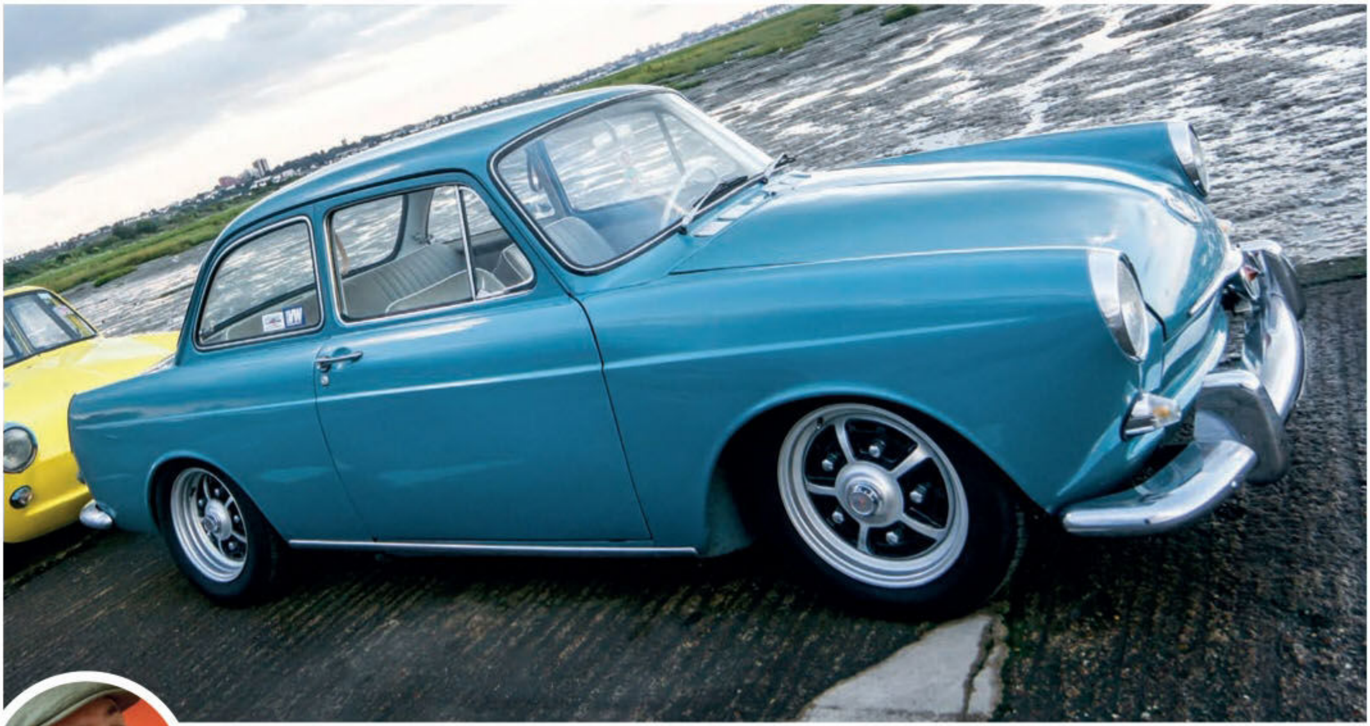
Duts' friend Timmy has a fully equipped workshop so the 1300S was A-framed there and within a week the Beetle had fired up. With new tyres, all new brakes, fuel lines, a flushed tank and new lights 1324ZI hit the road for the first time in 18 years. Since then it has become Duts' every day driver.

When you think about it, this is what Beetling is all about. In a VW scene that's gone bonkers when it comes to the prices of older VWs and parts, this 1300S was rescued from a dark garage and given a new lease of life by a few mates who enjoyed every minute of the experience, especially when Duts ran out of petrol on his first outing. It'll never win a beauty contest but it's got Duts out of a hole, putting him back behind the wheel of an air-cooled VW for the first time in 12 months.

Blast from the past

After we picked up the Beetle, it was posted on the Original Irish VW Facebook page as 'recently discovered' when someone posted a photo from 1979. John Laheen was that someone and he said his friend owned it in the late 70's and in 1979 it was involved in a small accident. As soon as the insurance paid out the Beetle was sold on but his friend bought another 1300S to replace it. We wondered about the grommet in the roof and it turns out that John and his mate would marshal Circuit of Ireland rallies in this Beetle and the hole in the roof was for their CB aerial.

I'll sell the Beetle as soon as Duts' car is back on the road but I hope someone takes it on as a restoration project. It's a plucky little Beetle that seems to want to keep going! ■



This is how the '62 looks today. Other than the addition of the genuine EMPI Sprint Stars and short-axles in the rear, the car is pretty much exactly as it looked when featured in '95

OWNER INFO

NAME:
Paul Knight

OCCUPATION:
Contributor

CARS OWNED:
VW T4 Karmann Gypsy

WORK THIS MONTH:
Pondering the prospect of kerbing the Camper and using the Notch a lot more in 2018

Back once again…

Paul Knight re-introduces his Notch

Well, it's been quite some time since I last wrote anything about my car in this magazine (like 15 years!), and it's almost 23 years since it was featured on these pages. That said, amazingly, not a huge amount has changed in all that time. Sure, there are a few marks in the paint and some of the trim pieces are a little pitted now, but it's needed no welding and precious little mechanical work in all that time. In fact, other than a coil failure (in 2015), it's never broken down, either!

The few changes that I have made to my trusty '62 Type 3 Notchback since '95 include the swap from factory steel rims to EMPI Sprint Stars (4in front and 6in rear with 145R15 and 185/70R15 tyres) and an overhaul of the rear brakes. And, in order to tuck the deep dish rims under the rear 'arches, I also fitted a pair of short axles (from a '62 Bug). Other than that it's just been a case of the occasional service and pre-MoT tune-up.

Air we go

I certainly clocked up plenty of miles in the late '90s – and the Notch picked up a bunch of trophies along the way. However, by the time I'd joined the *VolksWorld* team (2001), the Notch was retired from regular show duty as I concentrated on building various other projects.

Knight's Notch

This is the 1995 feature on Paul's '62 Type 3 Notchback – considering how long ago that was, it's surprising how little it's changed (and how well it's survived)

I didn't stop using the car completely, but it hasn't seen anything like the use it should have, and has probably only been driven to a handful of VW events in the past 15 years. The reason for this? Family and work… and the convenience of having a Camper to hand. What I mean is, sure it would be lovely to drive the old Notch to a weekend event, but the reality is that transporting four people, a dog and all the camping equipment required for a few days away within the confines of a '60s saloon car is just all a bit too much. A full load hit the lowered suspension hard, meaning it was literally tearing itself to pieces and, having owned this car for almost 25 years, I simply can't bring myself to put it through that kind of torture.

However, things are changing – my kids are older now and one is probably more likely to be off with friends than joining us at a VW event. And, the younger one (Oscar, 11), is really starting to take an interest in the old Notch, and is badgering me to drive it to a few more events (as he thinks it's way 'cooler' than my T4 Gipsy!). So, whilst the relative luxury of having hot

SKL 278H
HFO 126
DRAG RACING

^ Paul Knight (left) owns the blue '62 Resto-Cal Notch – Jolly Jim Warner the yellow '69 street/strip Notch

> “it's time to sort out a few issues which have been building up over the years”

< Paul's shining '62 Notch has accumulated a stack of show trophies in the last few decades. And for 2018, it's likely to be drummed back into more regular service

water, heating and a toilet/shower in the Gypsy still lured me to drive that to most meetings through 2017, there is a niggling voice in my head telling me to get back to my air-cooled roots and to dig out the tent and load up the Notch…

So, here we go – it's time to sort out a few issues which have been building up over the years. One of them is a pretty big job (the fact that the synchros are worn – especially on second – and it jumps out of gear on the over-run), but most are simple fixes that have just piled up (a sticky window lifter, a small exhaust blow and a couple of minor electrical gremlins). Oh, and I suppose that, after all this time, it could really do with some paintwork to bring it right back up to scratch, but that's a longer term issue, and one I'll ponder on through 2018.

Strip show

Now, my blue '62 isn't the only Notchback that I tinker with. I also help out my best friend, Jolly Jim Warner, with his well-known street/strip car (the yellow '69 'flying banana' Notch). This car has actually been featured twice in *VolksWorld*, and he's owned the car even longer than I've owned mine. I actually tried to buy this car the day before he went to view it, but Jim offered the full asking price, whereas I'd been waiting on a cheeky offer… so yep, he gazumped me!

Anyway, in more recent years we've refitted lights etc and turned the car from a full-on drag racer back to a street-legal weekender. And, things were going great, with the 2332cc / FK89 / 48IDA motor working well on the street (read: staying cool and running hard!), until we took the car to Le Bug Show in 2016, that is. Jim missed a gear shift whilst drag racing and suffered a high-rpm breakage and the flywheel separated from the crankshaft. When we hit the memory button on the monster tacho, it recalled 9400rpm (!), hence it was hardly surprising that it all went wrong.

And so, in future project updates, I'll also be filling you in on our progress as we rebuild the street/strip motor, starting with a new crank and flywheel combination and working our way up.

If it all goes to plan, perhaps we'll even manage to drive both cars to an event at the same time (something we've never managed in more than 20 years!). Watch this space… ■

1500
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^ The Notch hasn't been used for a while, hence it's dirty, dusty and in need of a good wash and detail. Look out for it at a show near you in 2018!

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Next month...

Here's what's coming up in the March 2018 issue of *VolksWorld*, on sale Friday 9 February

Dream Doka

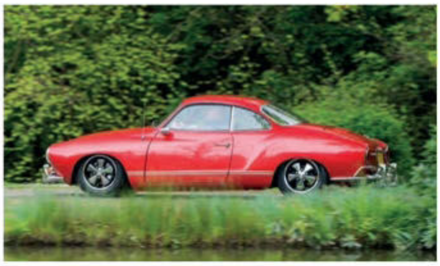
Sarah Broadway's 1961 Double Crew Cab was once used and abused delivering potatoes, until it underwent a major rebuild into the Doka she's always dreamed of

Drag Notch

This frankly mental creation will take some beating, literally

Need a hitch?

We show you how to fit a handy detachable tow bar



Everyday showcar

This glistening '67 Ghia boasts everyday driveability

VOLKS WORLD

Don't miss it!

Seeing is believing

Improve the appearance of your headlamps by following our handy DIY makeover

Words and photos Mark Walker

There's nothing that lets the front of a car down like doggy headlamps. Our '67 1500 was a prime example; with rusted internals and grimy headlamp rims covered in overspray, things weren't looking too sharp. Moreover, if the reflectors are badly rusted it will affect the performance of your headlamps which, let's face it, aren't that powerful to begin with on a six-volt sloping headlamp Beetle

To make them look smart again and help us see where we're going we decided it was a good time to carry out some resto work in the warmth of the living room. ■

JOB INFO

TOOLS NEEDED
Long nose pliers; screwdrivers (flat and cross head)

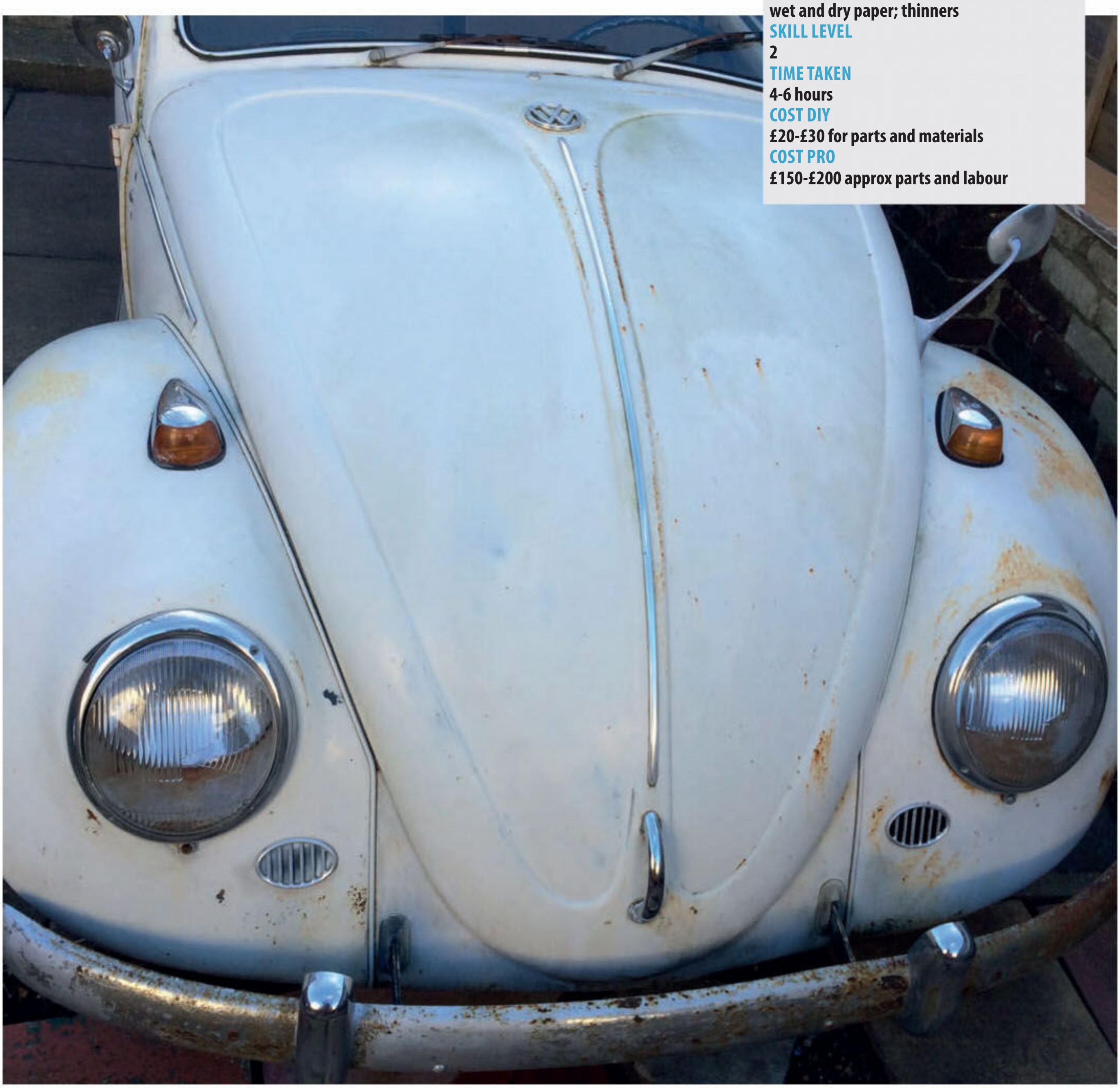
MATERIALS USED
Cloths; primer and paint; chrome cleaner; wet and dry paper; thinners

SKILL LEVEL
2

TIME TAKEN
4-6 hours

COST DIY
£20-£30 for parts and materials

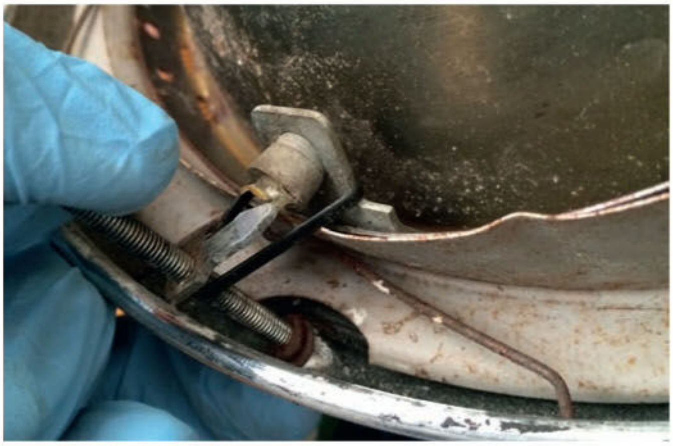
COST PRO
£150-£200 approx parts and labour



01 REMOVE HEADLAMPS

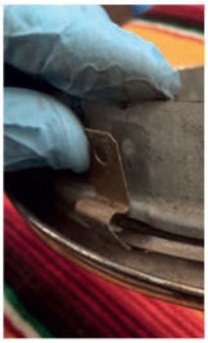
Leave the adjustment screws alone for now and just undo the large screw at the bottom of the headlamp rim. It may be prudent to spray with a penetrating oil first.

With the screw undone carefully remove the headlamp unit. If it won't budge, pry it away from the body gently with a plastic spatula, or something that won't damage the paintwork. With the headlamp out and in your hand, you will see the bulb holder on the back of the headlamp; to remove this, turn it anti-clockwise. Before you turn the headlamp upside down and lose the small sidelight bulb, pull it out and put it somewhere safe

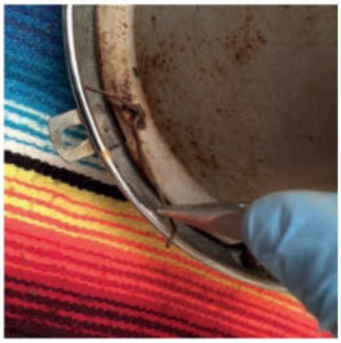


02 DISMANTLE HEADLAMP

Rest the unit on a towel or cloth. Firstly, we need to remove the reflector bowl from the headlamp bucket. This is held in place by two adjusters and two rubber grommets. Pre-1960 headlamps will have solid adjusters as opposed to the rubber grommets pictured here, so you will need to unwind the adjuster screws to remove the reflector. Before you do this, measure the thread length on each side, so you can get the adjustment right first time upon re-assembly. The headlamp in the pictures is from a '67 – you can see the adjusters have prongs, which slide into rubber bungs (note cable tie on worn/perished bung). You will need to pull the prongs out of the bungs. You can then pull the reflector out of the bucket, disengaging the other two bungs in the process (see inset)



03 SEPARATE HEADLAMP BUCKET

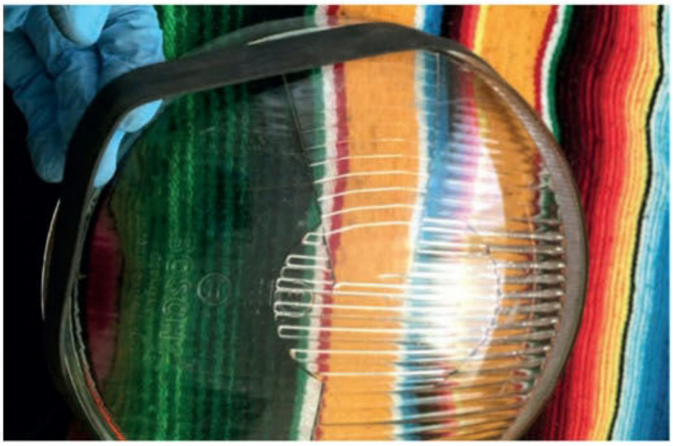


The headlamp bucket, lens and rim are held together by spring clips. Procedure for removal (1967 and earlier): take a pair of long nose pliers and disengage the long end of the clip from inside the headlamp rim. Procedure for 1968 and later: slide a thin flat screwdriver under the upper part of the clip and it will unclip. You can now clean all the parts. Even if you are not replacing the lens you can be sure that the old rubber seal around the glass will be perished and need replacing

04 PREP BUCKET

If your headlamp buckets are rusty, then you will need to sand them down and repaint. Before we did this, we used G3 compound on the back side of ours to clean it up enough to get a paint match. VW used a light grey gloss (not primer, as it is porous), so we had a local paint supplier www.expresspaints.co.uk make up a matched aerosol. Now sand down the bucket for repainting. Ours had just mild pitting, so we used 400 grade wet and dry to take those spots back to bare metal, before keying the rest of the surface for primer adhesion. When you're happy with it, give it a wipe over with thinners/brake cleaner to get rid of any dust particles before you paint it

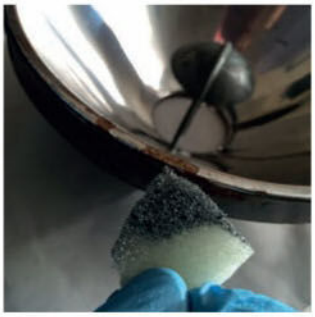
Restore headlamps



05 PREPARE LENSES

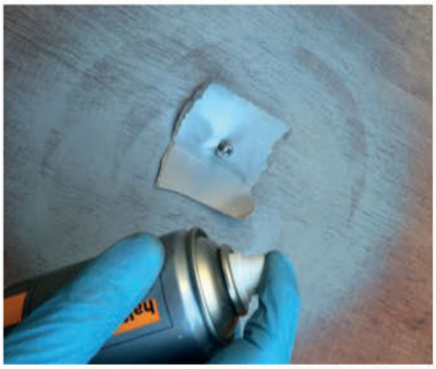
Our car came from Sweden and the original lenses were Hella branded, but we found a matching pair of Bosch asymmetric lenses on eBay at the right price, so decided to go with those. Always get a matched pair, or the beam pattern may be different and it'll look rubbish.

Give the lenses a good wash and scrub with a non-abrasive cloth or sponge in plenty of hot soapy water. If you're fitting new lenses, skip this step. The new glass seals look tiny when they arrive in the box, but they are meant to be stretched over the rim, as shown, before being sandwiched between the rim and bucket



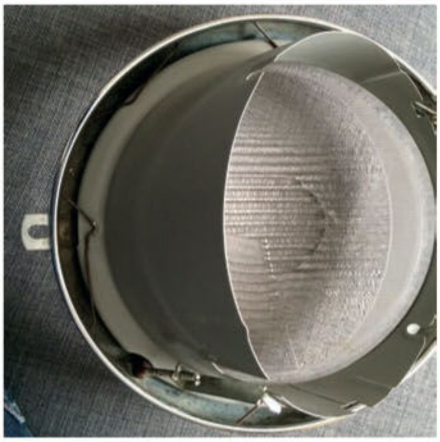
06 CLEAN REFLECTORS

The original silvering on the reflector bowls can fade and go yellow over time, or the silvering can flake off and the bowl rust. You can repaint them with chrome paint (not as reflective as original), have them re-silvered (try www.ashfordchroming.com who quoted £80 per reflector) or seek out a replacement. Note, there are various differences for different years, but we bought a good usable late model headlamp unit for £5 a while back. Expect to pay more for 1967 and earlier. When cleaning the reflector, be very careful not to scratch it. You can use a sponge and soapy water, but we chose to use a little WD40 on a sponge, before drying it off with a soft cloth. We dabbed a couple of peeled areas on the rim of the reflector with silver paint on a sponge to stop it getting worse. It was invisible once the light was re-assembled



07 DETAIL HEADLAMP RIM

Our headlamp rim was covered in overspray from a careless paint touch up, but with only very mild pitting we used thinners to remove it. We then chose to give it a good buff/polish using Autosol chrome cleaner before sanding, masking and painting the screw mounting lug. Don't forget to paint the mounting screw too, if it isn't a nice chrome or stainless one – poke it through a piece of card to make life easier



08 REASSEMBLE HEADLAMP

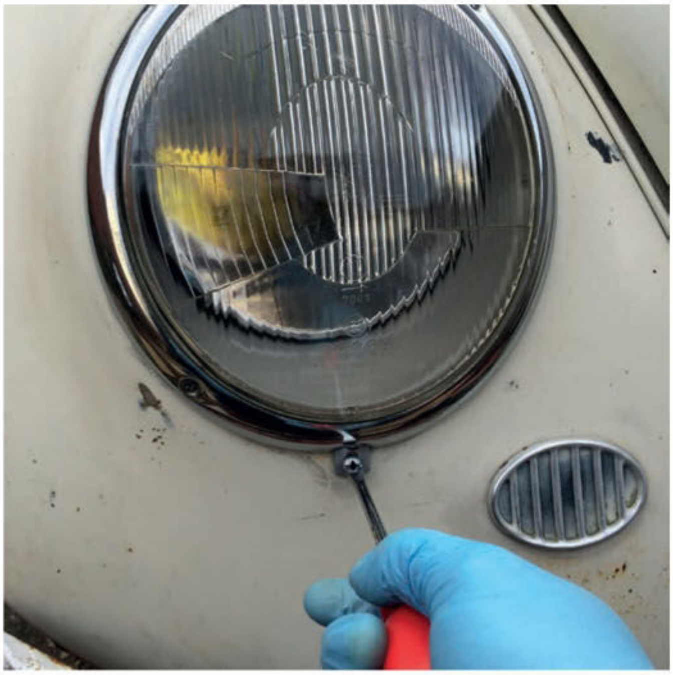
Take the lens with new seal attached and place it onto the face of the headlamp bucket. There will be a mark in the glass at the lower centre point, which you need to line up with the centre of the notch in the bucket. With this done, fit the headlamp rim over the lens, again lining it up so everything is central. Being careful not to move anything, turn it over and rest the rim on your thigh, supporting the opposite side with your hand. Now you need to get a couple of clips on to hold it all in place. We chose the nine O'clock and three O'clock positions as you would look at the lamp when it is the right way up. We found we could push the clips back in with finger pressure; watch they don't ping out and take your eye out. Seriously. Once you have these clips in place, turn the headlamp back over to check everything is still lined up. If not, you can try and carefully adjust with the clips still in place. Assuming all's good, you can lay the headlamp lens down onto something soft and fit the rest of the clips

09 REFIT REFLECTOR

It is now time to fit the reflector back into the headlamp assembly. If yours came apart easily and the rubber bungs are in good order, then you can simply re-assemble. However, if the bungs are perished and brittle then you will need to replace them. You can make new ones out of vacuum hose or similar. Once you're happy with your bungs, you can push in the headlamp adjusters, then push the supporting bungs into position. Now turn the headlamp over and marvel at how beautiful it is

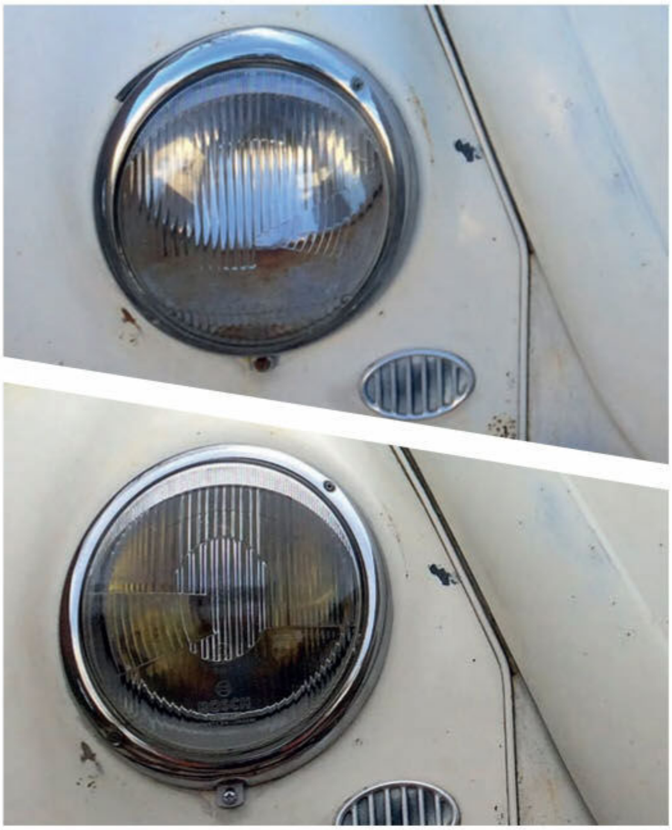
10 REPLACE BODY SEAL

Before you hastily refit your shiny headlamp, you would be wise to renew the headlamp to body seal. On most cars, they will already be long gone, but even if they are in place like ours, they will be well past their best. Remove the old seal then take some time cleaning up the area before fitting the new rubber; this area traps dirt and causes the headlamp bowls to rust. Once you're done, give it a good coat of wax, before fitting the new seal



11 REFIT HEADLAMP

You can now refit your headlamp into the car. If you are using halogen bulbs don't touch the glass filament or it will burn out in super-quick time. Make sure the lug on the headlamp bulb locates into the notch in the reflector. You can now refit the bulb holder, by locating the three headlamp lugs and turning clockwise, ensuring the sidelight bulb contacts are clean and in the correct position. You can then hook the headlamp over the raised area on the headlamp bowl and refit the screw. We did one headlamp at a time, so we could stand back in amazement and see the difference. Good job!



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CARS FOR SALE

BEETLE

1968, £2,795. Cornish number plate, fully re-sprayed in aero blue and pearl white. Many new parts. Interior needs finishing. Unfinished project. Please call 07870 533219, Cornwall.

BEETLE

2006, 52,000 Miles, £5,695. Finished in Brilliant Silver with grey trim and black hood.. With full service history. Unmarked, in immaculate condition.

CABRIOLET GLI KARMANN

1984, 102,270 Miles, £3,450. One owner last 30 years, History from new, all MOT's, discs, receipts, 1781cc injection, 112BHP manual, factory supplied GTI specifications. Summer weekend car. No rust dry stored long MOT. Please call 02920 614732, Cardiff.

CADDY MK2

2000, £1,000 ONO. Dark blue. 1.9 diesel. In excellent condition. Some minor welding at the tail gate area. Please call 07976 268273, Herefordshire.

CARAVELLE

1988, £1,750. T25, No MOT, Internal fire damage, excellent engine (Petrol) and auto box. Requires full interior, new screen and window glass. Hydraulic wheel chair lift installed from new. Please call 07932 652744, North Lincolnshire.

GOLF GTI

1988, 148,158 Miles, £1,950 ONO. Classic Golf Cabrio convertible, barbet alloys nearly new. Yokohama tyres, heated rear screen. MOT until 6th July 2018. New rear exhaust, brake shoes and steering rack. Dry stored for last 3 years. Please call 01625 354561

GOLF MK3 VR6

1997, 67,500 Miles, £5,995. Highline, 5 door manual. Mulberry metallic, leather interior, sunroof. 2 owners from new (current owner for 18 years). Excellent condition. Long MOT, FSH with bills. Standard car, never modified and always garaged. Please call 01202 696781, Dorset.

GOLF MK3 VR6

£650 ONO. Good runner, Mo-Mo alloy wheels, very fast car, engine is good, body work need TLC. Please call 01989 218759, Herefordshire

MK3 VW GOLF GL

1997, 92,000 Miles, £1,350. Metallic green, 1600cc, 8 valve, 5 door, electrical windows front and rear, electric sunroof and mirrors, owned last 8 years, MOT 04/10/18. Yokohama tyres, recent service with many new parts, very clean and tidy car. Please call 01502 567575.

KARMANN GHIA HARDTOP

1968, £POA. Coupe red. No exceptional tin worm trouble, been dry-stored 25+years. This old guy has too many projects. Delivery can be arranged. Please call 07806 791555.

POLO

1992, £POA. 3 door hatchback. MOT failure. Mainly due to corrosion underneath. Requiring welding. Estimated repair cost £750. Breadvan type. Offered for repair or possible restoration project. Please call 01228 527156, Cumbria.

POLO CLASSIC 1.0

1984, 36,000 Miles, £3,000 ONO. Full VW service history, comes with all documentation, tax discs and Haynes manual, totally standard and original. MOT due in may. Detailed engine. Please call 07891 419769, Lancashire.

VOLKSWAGEN TWIN CAB PICK UP

1993, £7,500. One owner from new first class body work petrol engine, with spare engine, some work been done, used for painting and decorating, water cooled flat four engines, good solid roof rack. Please call 07836 794083.

VW GOLF CL 1600

1997, 33,700 Miles, £1,000 ONO. One family ownership since new. Grey, black cloth interior. MOT August 2018. No advisories sunroof, rust free, clean, drives well, everything tight. Service history. Please call 07871 547394, Oxford.

VW GOLF CLIPPER CABRIOLET

1989, £500. Complete car minus front wings and windscreen, to tally dismantled since 2006. Rebuilt 1800cc engine and overhauled auto box. Please call 01970 639378.

VW POLO C

1986, 63,000 Miles, £2,250. 1043cc engine, 4 speed, Alpine white, 2 owners from new, present owner last 8 years. MOT until June 2018. Recent exhaust, tyres and shocks. Well maintained, original condition Please call 07873 383106.

VW TYPE 3 FASTBACK

1971, £6,500 ONO. Unfinished project, near completion. Pastel white, black interior. Electronic choke needs settling, headlights need wiring. Floor pan is excellent. Sadly, ill health prevents us finishing her. Please call 07837 206183, Somerset.

CARS WANTED

TKX 116L

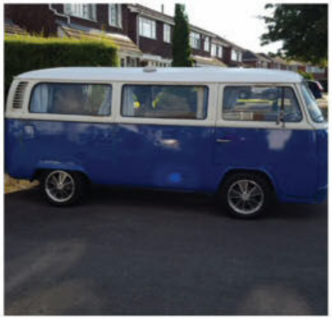
1973, WANTED. Blue Beetle. Currently SORN. Last MOT 2006 at Chorlton Motoring Centre M21 8ER New owner aquired 31.10.15. If anybody knows anything at all I would be very grateful for any help or advice. Think it went to Loughborough Uni some time in the 90's. Please call 07759 422535.

CAMPERVANS FOR SALE

SPLIT SCREEN CAMPER VAN

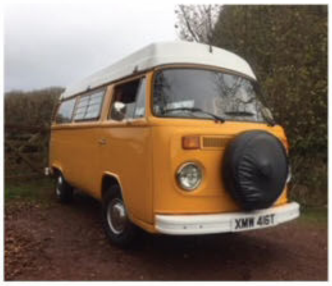
1964, 80,000 Miles, £6,200. Comes with full MOT. This bus was built in Germany on the 17th August 1964 and comes with its certificate. Please call +3531 539 4908.

T2 CAMPERVAN



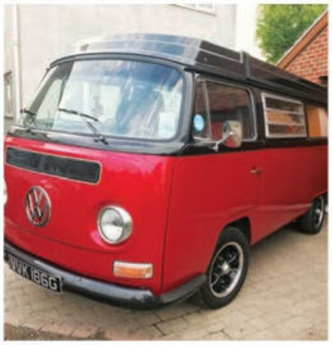
1972, £8,600. Blue, spent £3,000 on having the mechanical overhauled. Fully rebuild 1600cc engine. New fuel lines, brakes and servo, gearbox bushes, electronic ignition fitted. Refurbished interior. Will have 12 months MOT. Please call 07966 053895

T2 BAY WINDOW



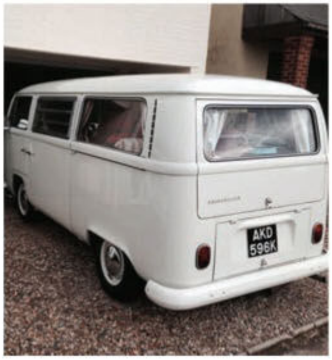
1979, 118,859 Miles, £10,500 ONO. 2 Litre automatic. Owned since 1981. Og engine and gearbox. Og interior. Serviced. MOT until Sept. 2018. Please call 07918 653515 or 01803 520151.

T2 CROSSOVER EARLY BAY



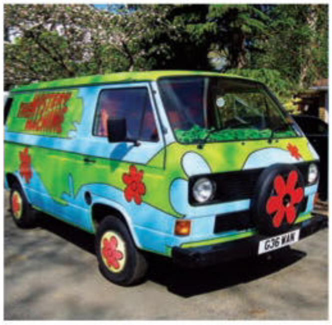
1969, £35,000. California imported rust free. Fully restored 2011 owned since. Wax oiled. Summer miles winter stored in insulated garage. 1776cc completely rebuilt motor machined heads 40 twin Webber carbs. Braided hoses, electronic ignition, stainless exhaust, oil cooler, custom Porsche front disks, new rear drums with servo, anti roll bar, empi or original wheels, halogen headlights. Please call 07515 855472, Durham.

T2 EARLY BAY



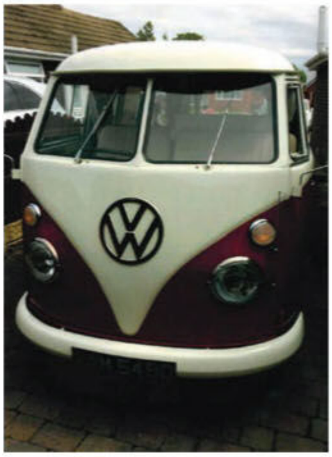
1971, £32,000. Professional restoration 6 years. Full photo's available. Trimmed in red vinyl and bull walnut. MOT October 2018. Please call 07885 222831.

VOLKSWAGEN MYSTERY MACHINE



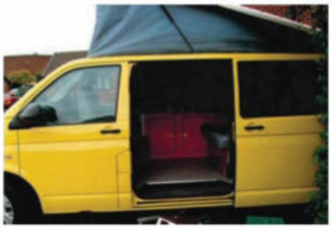
1989, £10,500 ONO. Professionally converted 78PS panel van. Fitted out for fun or business. Sound and video. 1915cc Petrol. New stainless steel exhaust. New tyres. Recent service. MOT October. Kent. Please call 07721 942732, Kent.

VOLKSWAGEN SPLITSCREEN



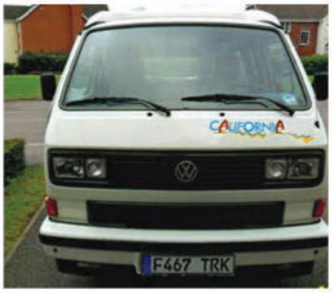
1966, £45,000. Red and cream purchased July 2017 after bare metal restoration, new engine and gearbox brake servo. Total refurbishment of interior. Documents paperwork to prove all work carried out by Volkswagen camper van specialist. Please call 01772 634659.

VW 2.0 (102) T30 LWB



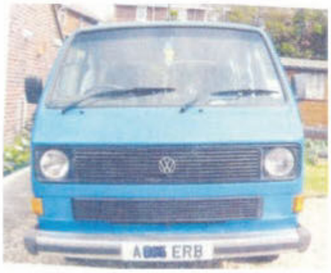
2011, £26,000. Converted this year by retired engineer reclassified, MOT. Oct 2018. Please call 01772 436944.

VW CAMPER



1989, £10,000. T25 Westfalia LHD California, turbo diesel, pop up roof. MOT to Jan. Very good condition, great engine and very good body work, new upholstery. Please call 07913 309018.

VW CARAVELLE CAMPER

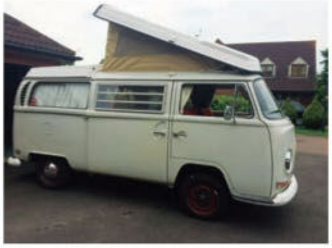


1983, £6,000. New clutch, new tyres, new exhaust. Fully equipped camper. Resprayed. 3 berth, WHB and gas cooker, radio, tow bar. 12 months MOT. New awning. Please call 07971 385242, Dorset.

VW DOUBLE CAB PICKUP

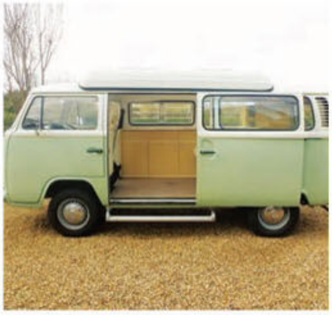
1983, £9,100 ONO. One owner from new, first class body work, spare engine. Partly restored. Please call 07836 79408, West Yorkshire.

VW EARLY BAY CAMPER



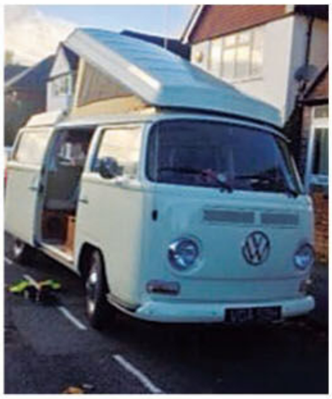
1970, £14,995. LHD, full engine refit, rock n roll bed, many original features, converted bed in pop top, MOT May 2018, stored in garage. Please call 07917 830346, Swindon.

VW LATE BAY CAMPERVAN



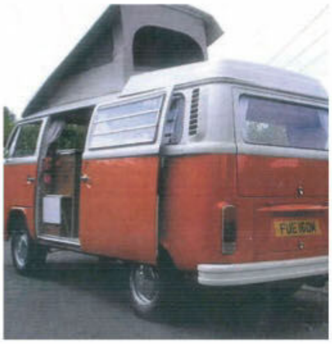
1975, £24,000 ONO. Tax exempt, 1.6 litre engine, beautiful condition and great bodywork following restoration. 3/4 Rock & roll bed. Lighting and AV setup throughout. Gas hob and Sink3 Berth plus hammock for over front seats. Pop-up roof. 12 month MOT. Leisure battery plus charging system. Please call 07538 163882, Herts.

VW T2 EARLY BAY WESTFALIA



1970, £29,995. California Import, left hand drive, full restoration summer 2014, great runner comes with MOT till September 2017, original van with new canvas and extras. Please call 07500 777147.

VW WETFALIA RHD



1974, 57,000 Miles, £12,995. Four berth re-conditioned engine, propane heater, tow bar, inverter. New drive away awning radio and cd player. 3 registered owners from new. Original Westfalia trim, cooker. Other extras available. Good condition. Please call 07971 475267.

PARTS FOR SALE

9 METRE ROLL OF MK4 ESCORT RS SERIES 2

£785. Tennis racket material, in grey with tennis racket pattern. Very rare item and was in storage, would be ideal for any project or club enthusiasts. Please note will not cut any of this material selling the complete roll this material is in mint condition. Please call 07867 840819.

BEETLE PARTS

1969, £VARIOUS. Beetle right hand door, slight rust, easy repair £65. Speedo in KPH £25. Manual fix your Volks Beetle 1st edition £25. Dinky small window £30. Please call 01843 897546.

GOLF MK1 ENGINE & GEARBOX

£OFFERS. 1981, 1600cc GTI, genuine 77,000 miles with original binnacle. All working, plus old MOT's and proof of mileage. Please call 07752 719762.

GOLF MKTT VARIOUS PARTS

£VARIOUS. Rear screen £30. Unused single wiper kit £30. Pair crystal H/Lamps £40. Golf MK polished ally, rocker cover plus chrome cap/bolts £50. Please call 01279 725455, Herts.

NEW HELLA GOLF 2 GRILL KIT

£100. With spot lights. Please call 01353 860166.

PAIR OF VAG ROOF BARS

£30. Good condition, to fit Golf Mk II. Please call 01214 443877.

REAR SEATS

£400. Taken out of Transporter T5. Rear seats triple recline, gas shocks, fitted seat belts. Plus driver and passenger double seats all matching as new. Please call 07758 350019.

SUPER STEEL 595 WHEELS

£300. Set of four wheels with four low profile 205/40/ZR17. To fit Subaru Impreza or similar. Great condition and tyres are like new. No offers. Please call 07765 623796, Edingburgh.

VOLKSWAGEN GOLF 20V TURBO ENGINE

£POA. In good condition. Also Golf GTI engine. Ring for full details. Please call 07510 171711, Avon.

VW TRANSPORTER STEEL WHEELS

£POA. 7x17. 950KG Rates. Ideal for banding. Please call 07528 667788, Shropshire.

WINTER TYRES

£600. Five part work kummo kw27 (225x40x18). Winter tyres on lightweight team dynamics, pro-race, 1.2 alloy rims. Please call 07979 500582.

PARTS WANTED

VW T25 CAMPER

1981, WANTED. VW 1981 air cooler camper T25 complete tow bar to bolt on with, brackets must be off a VWT25. Please call 02085 341761.

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2017 VW T6 Surf, 0 miles, 2.0 diesel, manual transmission, Grape Yellow, air conditioning, front & rear parking sensors, cruise control, driver and passenger armrests, 2 burner gas hob & grill, camping leisure battery, stainless steel sink, 240v mains hook up, raising roof and a king-sized bed. **£44,941.** Ref: 3089.

2017 VW T6 Danbury Royale, 0 miles, 2.0 diesel engine, 2 burner gas hob, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, 240v mains hook up, rear parking sensors & rear parking camera, comfort pack, privacy glass, driver & passenger armrests, anti-theft alarm and cab carpet, **£56,039.** Ref: 2889.

2011 VW T2 Danbury Diamond, 1.4 Petrol, 27,600 miles, spacious double bed, 2 burner gas hob, gas grill, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, underseal anti-corrosion treatment, CD radio with MP3 Capacity, raising roof with roof bed, alloy wheels and much more. **£39,995.** Ref: 3206.

2014 VW T2 Danbury Diamond 5 seat SE, 51,815 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge/freezer, leisure battery, 240v mains hook up, CD radio, raising roof and roof-bed to make 4 berth & much more. Ref: HEV.

2009 VW T2 Danbury Diamond 5 Seat Classic, 48,643 miles, 1.4 air-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, CD radio with iPod connectivity, raising roof, roof bed to make 4 berth, alloy wheels & much more. **£30,995.** Ref: ACY.

1972 VW T2, 101,886 miles, 1.6 air-cooled engine, authentic RHD Westfalia Conversion, fantastic condition throughout. Raising roof w roof-bed, sink & 4 belted seats. **£29,995.** Ref: 327k.

2015 VW T2 Danbury Rio, 1.4 water-cooled petrol, 3,123 miles, 2 burner gas hob, gas grill, fridge freezer, stainless steel sink with electrically pumped water, camping leisure battery, heated rear window, CD radio, raising roof and much more. **£49,995.** Ref: 3204.

2017 VW T6 Royale, 0 miles, 2.0 diesel (150ps) DSG automatic transmission, long wheelbase, Walnut units, Light Wood floor, standard VW upholstery, rear parking sensors & camera, comfort pack, privacy glass, driver & passenger armrests, anti-theft alarm and cab carpet and much more, **£50,579.** Ref: 3043.

2002 VW T2 Danbury Rio 4 Seat Classic, 21,036 miles, 1.4 air-cooled engine, 2 burner gas hob, gas grill, fridge freezer, sink, leisure battery, mains hook up, heated windscreens, CD radio, extra side table, buddy seat & much more. Only **£21,995.** Ref: LLR.

2017 VW T6 Active, 19,000miles, 2.0 diesel, manual transmission, tailgate rear door, double cab front seat, air conditioning, colour-coded bumpers, rear-parking sensors, cruise control, alloy wheels, leather steering wheel, metallic paint, BluMotion technology and much more. **Only £42,995.** Ref: LC16 RFE

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Last of the line

Robin Wager recalls the last team to rally a Beetle in a World Championship event

What do you think?

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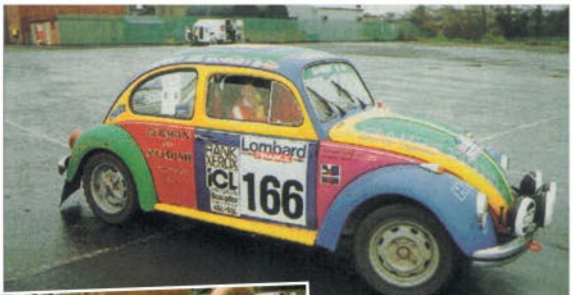
At this time of year, the thoughts of many enthusiasts who enjoy seeing cars blasting through mud, fog and other assorted winter hazards turn to rallying and its rich and abundant air-cooled entries from the past.

The Lombard RAC Rally, held as per usual at the back end of 1992, was of particular interest to VW enthusiasts. Richard Tuthill, 17-year-old son of well-known VW specialist and rally driver Francis, had learned enough of the necessary skills from his father to enter a Beetle in the prestigious event.

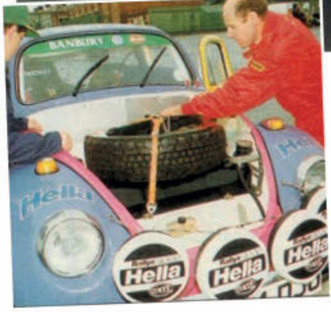
"What?" I hear you cry, "surely Beetle homologation expired in 1983, when the last Beetle to compete, the 1302S of Ernst Harrach, retired after just one special stage?" That is indeed true, but the Tuthill car was not just 'a Beetle'. It was in fact a Brazilian-built Fusca, the subsequent homologation of which had enabled Richard to enter it nine years later.

> "The father and son duo faced seemingly insurmountable problems, including running out of fuel and Francis being sick every few minutes"

The Fusca was built at Francis's Oxfordshire workshops to the necessary Fusca specification. This meant a 1966-type bodyshell (smaller windows but large tail lights), classic torsion bar suspension, front disc brakes and a 1600 twin Solex carb'd engine. Using skills acquired in his father's business, Richard did most of the build himself, finally completing car No.166 the day before the rally.



^ Richard Tuthill's car was the last but one to depart from Chester in 1992



< Tyres were part-worn Pirellis used previously on a rally-entry Golf. Those still impressive Rallye 2000 lamps are pure motorsport nostalgia

Major rally equipment included full roll cage, a plumbed-in fire extinguishing system and Recaro bucket seats with five-point full-harness belts. Mechanical mods included a sump guard, Bilstein shocks purloined from one of Francis's other rally Beetles, and 24mm Sway-A-Way rear torsion bars. Engine-wise, the heads were polished and ported, forged pistons gave 9.5:1 compression, while an Autocavan camshaft, steel pushrods, balanced crank, lightened flywheel and additional oil cooler all helped to achieve a princely 64bhp at 4500rpm. Compare that with works-backed competitors who all claimed the maximum allowable 300bhp.

Hella
Hella
Hella
Hella
E644 DJO

^ > Problems on route included an impromtu motorway stop, the throttle jamming on and fading brakes

Incredibly, lacking specific sponsorship for tyres, the car started on a secondhand 15in Pirelli P7 M+S set previously used by Francis on a rally Golf back in 1987. As spares, they had a few new 165s which were mounted on 5.5in wheels for the rear, and some part-worn 155s which went on 4.5in rims for the front.

Sponsors of the Tuthill Fusca were German & Swedish, VW/Audi dealers Spirit Motor Co, Quantum Parts, and Hella. Dad Francis was to act as co-driver/navigator, team manager and chief mechanic – but his plan to do some of the competitive driving was shelved when he realised how well Richard was doing. An Isuzu Trooper acted as service vehicle, loaded with practically everything that can be renewed on a Beetle (except a spare engine, which is not permitted).

The rally quickly threw up the sort of bad weather one associates with it, mud and deep ruts soon making driving difficult. Francis was concerned about the car jumping out of gear on large potholes, as well as a smell of frazzled electrics, but decided neither was of major concern.

At the end of Day 1 the Fusca was placed 136th, with the Trabant of Michael Kahlfuss right behind. By Day 2 they had climbed to 120th, with only two VW entries (both Golf GTI 16Vs) still running.

The father and son duo faced seemingly insurmountable problems, including running out of fuel and Francis being sick every few minutes as the result of a virus infection.

At the finish the Fusca was placed just inside the top 100, making it not just another addition to the multitude of VW sporting achievements, but yet another fitting tribute to the Beetle's world rallying career. ■

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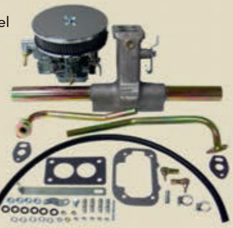

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